

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

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IL Min Alt#3	-	5	IKK	-	361
IL Min Rdr#3	-	12	JOT	-	358
IL Min TO#3	-	14	LOT	-	274
10C	-	345	LWV	-	378
1C1	-	466	MDH	-	107
1C5	-	83	MDW	-	154
1H2	-	319	MLI	-	420
1H8	-	116	MQB	-	398
2H0	-	542	MTO	-	413
2K0	-	434	MVN	-	449
3CK	-	263	MWA	-	405
3K6	-	565	OLY	-	455
3LF	-	391	ORD	-	178
3MY	-	473	PIA	-	476
AAA	-	386	PJY	-	494
AJG	-	440	PNT	-	501
ALN	-	34	PPQ	-	497
ARR	-	252	PRG	-	461
BLV	-	53	PWK	-	268
BMI	-	72	RFD	-	238
C09	-	436	RPJ	-	531
C15	-	469	RSV	-	525
C16	-	577	SAR	-	545
C45	-	403	SFY	-	539
C56	-	429	SLO	-	535
C66	-	432	SPI	-	548
C73	-	313	SQI	-	567
C75	-	374	TAZ	-	573
C77	-	505	TIP	-	519
C81	-	339	UGN	-	282
CIR	-	100	UIN	-	507
CMI	-	125	VLA	-	580
CPS	-	86	VYS	-	490
CTK	-	102			
CUL	-	113			
DEC	-	302			
DKB	-	295			
DNV	-	288			
DPA	-	139			
DTG	-	317			
ENL	-	121			
EZI	-	369			
FEP	-	330			
FOA	-	326			
FWC	-	323			
GBG	-	335			
GRE	-	342			
HSB	-	348			
I63	-	445			
IGQ	-	147			
IJX	-	352			

IL Mins - Alternates #3	-	5	MOLINE .....	MLI	-	420
IL Mins - Radar #3	-	12	MONEE .....	C56	-	429
IL Mins - Take-Off #3	-	14	MONMOUTH .....	C66	-	432
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BOLINGBROOK .....	1C5	-	MOUNT STERLING ....	I63	-	445
CAHOKIA-ST. LOUIS .	CPS	-	MOUNT VERNON .....	MVN	-	449
CAIRO .....	CIR	-	OLNEY-NOBLE .....	OLY	-	455
CANTON .....	CTK	-	PARIS .....	PRG	-	461
CARBONDALE-MURPHYSB	MDH	-	PAXTON .....	1C1	-	466
CARMI .....	CUL	-	PEKIN .....	C15	-	469
CASEY .....	1H8	-	PEORIA .....	3MY	-	473
CENTRALIA .....	ENL	-	PEORIA .....	PIA	-	476
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CHICAGO .....	IGQ	-	RANTOUL .....	TIP	-	519
CHICAGO .....	MDW	-	ROBINSON .....	RSV	-	525
CHICAGO .....	ORD	-	ROCHELLE .....	RPJ	-	531
CHICAGO .....	RFD	-	SALEM .....	SLO	-	535
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DE KALB .....	DKB	-	SPARTA .....	SAR	-	545
DECATUR .....	DEC	-	SPRINGFIELD .....	SPI	-	548
DIXON .....	C73	-	ST. JACOB .....	3K6	-	565
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EFFINGHAM .....	1H2	-	TAYLORVILLE .....	TAZ	-	573
FAIRFIELD .....	FWC	-	URBANA .....	C16	-	577
FLORA .....	FOA	-	VANDALIA .....	VLA	-	580
FREEPORT .....	FEP	-				
GALESBURG .....	GBG	-				
GRAYSLAKE .....	C81	-				
GREENVILLE .....	GRE	-				
GREENWOOD-WONDER LA	10C	-				
HARRISBURG .....	HSB	-				
JACKSONVILLE .....	IJX	-				
JOLIET .....	JOT	-				
KANKAKEE .....	IKK	-				
KEWANEE .....	EZI	-				
LACON .....	C75	-				
LAWRENCEVILLE .....	LWV	-				
LINCOLN .....	AAA	-				
LITCHFIELD .....	3LF	-				
MACOMB .....	MQB	-				
MANITO .....	C45	-				
MARION .....	MWA	-				
MATTOON-CHARLESTON	MTO	-				

INSTRUMENT APPROACH PROCEDURE CHARTS

**A** **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**ALTON/ST. LOUIS, IL**

ST. LOUIS RGNL ..... **ILS or LOC Rwy 29<sup>1</sup>**  
**LOC BC Rwy 11<sup>1</sup>**  
**NDB Rwy 17<sup>2</sup>**  
**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 29**  
**RNAV (GPS) Rwy 35**  
**VOR-A**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½;  
 Category D, 900-2¾.

**ANTIGO, WI**

LANGLADE COUNTY ..... **NDB Rwy 16<sup>1</sup>**  
**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

**APPLETON, WI**

OUTAGAMIE COUNTY  
 RGNL ..... **ILS or LOC Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 21**  
**RNAV (GPS) Rwy 30**  
**VOR/DME Rwy 21**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**ASHLAND, WI**

JOHN F. KENNEDY  
 MEMORIAL ..... **RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 20**  
**RNAV (GPS) Rwy 31**  
**VOR Rwy 2<sup>1</sup>**  
**VOR Rwy 31**

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

**NAME ALTERNATE MINIMUMS**

**BARABOO, WI**

BARABOO  
 WISCONSIN DELLS ..... **RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**  
**VOR-A**

NA when local weather not available.

**BELLEVILLE, IL**

SCOTT AFB/  
 MIDAMERICA ..... **ILS or LOC/DME Rwy 14L<sup>1</sup>**  
**ILS or LOC Rwy 14R<sup>12</sup>**  
**ILS Rwy 32L<sup>23</sup>**  
**ILS or LOC Rwy 32R<sup>1</sup>**  
**RNAV (GPS) Rwy 14L<sup>45</sup>**  
**RNAV (GPS) Rwy 32R<sup>45</sup>**

<sup>1</sup>ILS, Category C, 700-2; Category D, 800-2½;  
 Category E, 800-2¾. LOC, Category D, 800-  
 2½; Category E, 800-2¾.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 800-2½; Category E, 800-  
 2¾. LOC, Category E, 800-2¾.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Category D, 800-2½.

**BLOOMINGTON/NORMAL, IL**

CENTRAL IL RGNL ARPT AT  
 BLOOMINGTON-NORMAL ..... **ILS or LOC Rwy**  
**20<sup>12</sup>**  
**ILS or LOC Rwy 29<sup>1</sup>**  
**ILS or LOC/DME Rwy 2<sup>12</sup>**  
**LOC BC Rwy 11**  
**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 20**  
**RNAV (GPS) Rwy 29**

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

**BOSCOBEL, WI**

BOSCOBEL ..... **RNAV (GPS) Rwy 7<sup>1</sup>**  
**RNAV (GPS) Rwy 25<sup>1</sup>**  
**VOR/DME Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A,B, 900-2; Category C, 1000-2¾.

<sup>2</sup>Categories A,B, 1000-2; Category C, 1000-2¾.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS  
**BURLINGTON, WI**  
 BURLINGTON MUNI ..... RNAV (GPS) Rwy 29  
 VOR Rwy 29<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**CAHOKIA/ST. LOUIS, IL**  
 ST. LOUIS  
 DOWNTOWN ..... ILS or LOC Rwy 30L<sup>123</sup>  
 RNAV (GPS) Rwy 12R<sup>34</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category D, 800-2½.

**CARBONDALE-MURPHYSBORO, IL**  
 SOUTHERN ILLINOIS .... RNAV (GPS) Rwy 18L  
 RNAV (GPS) Rwy 36R  
 NA when local weather not available.

**CHAMPAIGN-URBANA, IL**  
 UNIVERSITY OF ILLINOIS-  
 WILLARD ..... ILS or LOC Rwy 32R<sup>12</sup>  
 LOC BC Rwy 14L<sup>1</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 4<sup>2</sup>  
 RNAV (GPS) Rwy 32R<sup>2</sup>  
 VOR Rwy 4<sup>2</sup>  
 VOR/DME Rwy 14L<sup>2</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**CHICAGO, IL**  
 CHICAGO MIDWAY  
 INTL ..... VOR/DME RNAV or GPS Rwy 22L  
 Category D, 800-2½.

CHICAGO O'HARE INTL .... ILS or LOC Rwy 9L  
 ILS or LOC Rwy 9R  
 ILS, LOC, Categories A, B, 1100-2; Categories  
 C, D, 1100-3.

LANSING MUNI ..... RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 27  
 RNAV (GPS) Rwy 36  
 VOR-A  
 NA when local weather not available.

**CHICAGO(WEST CHICAGO), IL**  
 DUPAGE ..... ILS or LOC Rwy 2L  
 RNAV (GPS) Rwy 10  
 RNAV (GPS) Rwy 20R  
 VOR Rwy 10  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**CHICAGO/AURORA, IL**  
 AURORA MUNI ..... ILS or LOC Rwy 9<sup>1</sup>  
 ILS or LOC Rwy 33<sup>12</sup>  
 RNAV (GPS) Rwy 9<sup>1</sup>  
 RNAV (GPS) Rwy 33<sup>2</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>ILS, Categories A,B,C,D, 700-2.

**CHICAGO/PROSPECT HEIGHTS/  
 WHEELING, IL**  
 CHICAGO EXECUTIVE ..... ILS or LOC Rwy 16  
 RNAV (GPS) Rwy 16  
 NA when local weather not available.

**CHICAGO/ROMEOVILLE, IL**  
 LEWIS UNIVERSITY ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 20  
 RNAV (GPS) Rwy 27  
 VOR Rwy 9  
 NA when local weather not available.  
 Category D, 800-2½.

**CHICAGO/WAUKEGAN, IL**  
 WAUKEGAN RGNL ..... ILS Rwy 23  
 NA when control tower closed.

**CLINTONVILLE, WI**  
 CLINTONVILLE MUNI ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 32  
 NA when local weather not available.

**DANVILLE, IL**  
 VERMILION RGNL ..... ILS or LOC Rwy 21  
 RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 21  
 RNAV (GPS) Rwy 34  
 VOR/DME Rwy 3  
 VOR Rwy 21  
 NA when local weather not available.

**DE KALB, IL**  
 DE KALB TAYLOR MUNI ... ILS or LOC Rwy 2<sup>1</sup>  
 RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 20  
 RNAV (GPS) Rwy 27  
 NA when local weather not available.  
<sup>1</sup>Categories C,D, 700-2.

NAME ALTERNATE MINIMUMS

**DECATUR, IL**

DECATUR ..... ILS or LOC Rwy 6<sup>1</sup>  
LOC BC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
VOR Rwy 36<sup>1</sup>
<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

**EAGLE RIVER, WI**

EAGLE RIVER UNION ..... NDB Rwy 22<sup>1</sup>  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2½.

**EAU CLAIRE, WI**

CHIPPEWA VALLEY  
RGNL ..... ILS or LOC Rwy 22<sup>12</sup>  
RNAV (GPS) Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 22<sup>12</sup>  
VOR-A<sup>23</sup>
<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 1000-3.

**EFFINGHAM, IL**

EFFINGHAM COUNTY  
MEMORIAL ..... RNAV (GPS) Rwy 1  
VOR Rwy 1

NA when local weather not available.

Category D, 900-2¼.

**FAIRFIELD, IL**

FAIRFIELD MUNI ..... RNAV (GPS) Rwy 9  
NA when local weather not available.

**FLORA, IL**

FLORA MUNI ..... RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21

NA when local weather not available.

**FOND DU LAC, WI**

FOND DU LAC  
COUNTY ..... RNAV (GPS) Rwy 36  
NA when local weather not available.

**FREEPORT, IL**

ALBERTUS ..... RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**GREEN BAY, WI**

AUSTIN STRAUBEL INTL .... ILS or LOC Rwy 6  
LOC BC Rwy 24  
RADAR-1

NA when control tower closed.

**HARRISBURG, IL**

HARRISBURG-RALEIGH .. RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

**HAYWARD, WI**

SAWYER COUNTY ..... RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¼; Category D, 1000-3.

**JACKSONVILLE, IL**

JACKSONVILLE MUNI ..... RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 31  
VOR Rwy 13

NA when local weather not available.

**JANESVILLE, WI**

SOUTHERN WISCONSIN  
RGNL ..... ILS or LOC Rwy 4<sup>14</sup>  
ILS or LOC Rwy 32<sup>234</sup>  
RNAV (GPS) Rwy 4<sup>3</sup>  
RNAV (GPS) Rwy 14<sup>3</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>
<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>NA when control tower closed.

**JOLIET, IL**

JOLIET RGNL ..... RNAV (GPS) Rwy 13  
VOR Rwy 13

NA when local weather not available.

**JUNEAU, WI**

DODGE COUNTY ..... LOC Rwy 26  
NDB Rwy 2  
NDB Rwy 20  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 20  
RNAV (GPS) Rwy 26

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**KANKAKEE, IL**

GREATER KANKAKEE ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 34  
 VOR Rwy 4  
 VOR Rwy 22

NA when local weather not available.

**KENOSHA, WI**

KENOSHA RGNL ..... ILS or LOC Rwy 7L<sup>1</sup>  
 RNAV (GPS) Rwy 7L  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 25R  
 RNAV (GPS) Rwy 33  
 VOR Rwy 15  
 VOR Rwy 25R

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**LA CROSSE, WI**

LA CROSSE MUNI ..... ILS or LOC Rwy 18<sup>14</sup>  
 NDB Rwy 18<sup>35</sup>  
 RNAV (GPS) Rwy 3<sup>23</sup>  
 RNAV (GPS) Rwy 13<sup>34</sup>  
 RNAV (GPS) Rwy 18<sup>34</sup>  
 RNAV (GPS) Rwy 21<sup>35</sup>  
 RNAV (GPS) Rwy 31<sup>36</sup>  
 RNAV (GPS) Rwy 36<sup>34</sup>  
 VOR Rwy 13<sup>34</sup>  
 VOR Rwy 36<sup>14</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A,B, 1100-2; Category C, 1100-3;  
 Category D, 1200-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category C, 800-2½; Category D, 1200-3.

<sup>5</sup>Categories A,B, 1200-2; Categories C,D,  
 1200-3.

<sup>6</sup>Categories A,B, 1000-2; Category C, 1000-3;  
 Category D, 1200-3.

**LAND O'LAKES, WI**

KING'S LAND O'LAKES ... RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 32

NA when local weather not available.

**LAWRENCEVILLE, IL**

LAWRENCEVILLE-VINCENNES

INTL ..... VOR Rwy 36  
 Category D, 800-2½.

**LINCOLN, IL**

LOGAN COUNTY ..... NDB Rwy 21<sup>1</sup>  
 RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 21  
 VOR Rwy 3

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**LITCHFIELD, IL**

LITCHFIELD MUNI ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

**LONE ROCK, WI**

TRI-COUNTY RGNL ..... RNAV (GPS) Rwy 9<sup>1</sup>  
 RNAV (GPS) Rwy 27<sup>1</sup>  
 VOR-A<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½.

<sup>2</sup>Categories A,B, 1000-2; Category C 1000-2½.

**MACOMB, IL**

MACOMB MUNI ..... LOC Rwy 27<sup>1</sup>  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 27  
 VOR/DME-A

NA when local weather not available.

<sup>1</sup>NA when FBO closed.

**MADISON, WI**

DANE COUNTY RGNL-

TRUAX FIELD ..... ILS or LOC Rwy 21<sup>1</sup>  
 ILS or LOC/DME Rwy 18<sup>12</sup>  
 ILS or LOC/DME Rwy 36<sup>12</sup>  
 RADAR-1<sup>2</sup>  
 VOR/DME or TACAN Rwy 14<sup>2</sup>  
 VOR/DME or TACAN Rwy 18<sup>2</sup>  
 VOR/DME or TACAN Rwy 32<sup>2</sup>  
 VOR Rwy 21<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category E, 900-3.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;  
 Category D, 900-2½.

**MANITOWOC, WI**

MANITOWOC COUNTY .... ILS or LOC Rwy 17<sup>1</sup>  
 RNAV (GPS) Rwy 17<sup>1</sup>  
 RNAV (GPS) Rwy 35<sup>1</sup>  
 VOR Rwy 17  
 VOR/DME Rwy 35<sup>1</sup>

Category D, 800-2½.

<sup>1</sup>NA when local weather not available.

**MARION, IL**

WILLIAMSON COUNTY

RGNL ..... ILS or LOC Rwy 20<sup>1</sup>  
 NDB Rwy 20  
 RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 VOR Rwy 2  
 VOR Rwy 20<sup>2</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**MARSHFIELD, WI**

MARSHFIELD MUNI ..... NDB or GPS Rwy 4<sup>1</sup>  
NDB Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 16<sup>2</sup>  
RNAV (GPS) Rwy 34<sup>2</sup>

<sup>1</sup>NA except for operators with approved weather reporting service.

<sup>2</sup>NA when local weather not available.

**MATTOON-CHARLESTON, IL**

COLES COUNTY

MEMORIAL ..... ILS or LOC Rwy 29  
NDB Rwy 29  
RNAV (GPS) Rwy 24  
RNAV (GPS) Rwy 29  
VOR Rwy 6  
VOR Rwy 24

NA when local weather not available.

**MEDFORD, WI**

TAYLOR COUNTY ..... RNAV (GPS) Rwy 27

NA when local weather not available.

**MENOMONIE, WI**

MENOMONIE MUNI-SCORE

FIELD ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  
VOR/DME Rwy 27

NA when local weather not available.

**MERRILL, WI**

MERRILL MUNI ..... RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25

NA when local weather not available.

**MILWAUKEE, WI**

LAWRENCE J. TIMMERMAN ..... LOC Rwy 15L  
VOR or GPS Rwy 4L  
VOR or GPS Rwy 15L

NA when control tower closed.

**MINOCQUA-WOODRUFF, WI**

LAKELAND/NOBLE F. LEE

MEMORIAL FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 28  
RNAV (GPS) Rwy 36

NA when local weather not available.

**MOLINE, IL**

QUAD-CITY INTL ..... ILS or LOC Rwy 9<sup>1</sup>  
ILS or LOC Rwy 27<sup>123</sup>  
RNAV (GPS) Rwy 13<sup>3</sup>  
RNAV (GPS) Rwy 31<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2.

<sup>3</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MONROE, WI**

MONROE MUNI ..... RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
VOR/DME Rwy 30

NA when local weather not available.

**MORRIS, IL**

MORRIS MUNI-JAMES R

WASHBURN FIELD ..... RNAV (GPS) Rwy 36  
NA when local weather not available.

**MOSINEE, WI**

CENTRAL WISCONSIN ..... ILS or LOC Rwy 8<sup>1</sup>  
ILS or LOC Rwy 35

NA when control tower closed.

<sup>1</sup>NA when local weather not available.

**MOUNT CARMEL, IL**

MOUNT CARMEL MUNI .... RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

**MOUNT VERNON, IL**

MOUNT VERNON ..... ILS Rwy 23<sup>12</sup>  
RNAV (GPS) Rwy 5<sup>3</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>

<sup>1</sup>NA between 2000-0630 local time.

<sup>2</sup>ILS, Category D, 700-2.

<sup>3</sup>NA when local weather not available.

**NEW RICHMOND, WI**

NEW RICHMOND RGNL . RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

**OLNEY-NOBLE, IL**

OLNEY-NOBLE ..... NDB Rwy 3  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 11  
VOR/DME-A

NA when local weather not available.

**OSCEOLA, WI**

L O SIMENSTAD MUNI ... RNAV (GPS) Rwy 28  
NA when local weather not available.

**OSHKOSH, WI**

WITTMAN RGNL ..... ILS or LOC Rwy 36<sup>1</sup>  
LOC/DME BC Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 9<sup>2</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>2</sup>  
RNAV (GPS) Rwy 36<sup>1</sup>  
VOR Rwy 9<sup>2</sup>  
VOR Rwy 18<sup>23</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

NAME ALTERNATE MINIMUMS  
**PARIS, IL**  
 EDGAR COUNTY ..... RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 27  
 NA when local weather not available.

**PEORIA, IL**  
 GENERAL DOWNING-  
 PEORIA INTL ..... ILS or LOC Rwy 4  
 ILS or LOC Rwy 31  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 31  
 VOR/DME or TACAN Rwy 31  
 NA when local weather not available.

**PERU, IL**  
 ILLINOIS VALLEY RGNL-WALTER A. DUNCAN  
 FIELD ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

**PHILLIPS, WI**  
 PRICE COUNTY ..... RNAV (GPS) Rwy 1  
 RNAV (GPS) Rwy 19  
 NA when local weather not available.

**PLATTEVILLE, WI**  
 PLATTEVILLE MUNI ..... RNAV (GPS) Rwy 7  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 25  
 RNAV (GPS) Rwy 33  
 NA when local weather not available.

**PONTIAC, IL**  
 PONTIAC MUNI ..... RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24  
 VOR Rwy 24  
 NA when local weather not available.

**PRAIRIE DU CHIEN, WI**  
 PRAIRIE DU CHIEN MUNI ... VOR/DME Rwy 29  
 Category A/B 1000-2, Category C/D 1200-3.

**QUINCY, IL**  
 QUINCY RGNL-  
 BALDWIN FIELD ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36  
 VOR Rwy 4  
 VOR/DME Rwy 22  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**RACINE, WI**  
 JOHN H. BATTEN ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 32  
 VOR Rwy 4  
 NA when local weather not available.

**RANTOUL, IL**  
 RANTOUL NATL AVN CNTR-  
 FRANK ELLIOTT FLD ..... RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 27  
 NA when local weather not available.

**RHINELANDER, WI**  
 RHINELANDER-  
 ONEIDA COUNTY ..... RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 27  
 RNAV (GPS) Rwy 33  
 NA when local weather not available.

**RICE LAKE, WI**  
 RICE LAKE REGIONAL-  
 CARL'S FIELD ..... ILS or LOC Rwy 1<sup>1</sup>  
 RNAV (GPS) Rwy 1  
 RNAV (GPS) Rwy 19  
 VOR Rwy 1  
 VOR/DME Rwy 19  
 NA when local weather not available.  
<sup>1</sup>ILS, Category D, 700-2.

**SHEBOYGAN, WI**  
 SHEBOYGAN COUNTY  
 MEMORIAL ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 21  
 RNAV (GPS) Rwy 31  
 VOR Rwy 3<sup>1</sup>  
 VOR Rwy 21  
 NA when local weather not available.  
<sup>1</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

**SPARTA, IL**  
 SPARTA COMMUNITY-  
 HUNTER FIELD ..... RNAV (GPS) Rwy 36  
 NA when local weather not available.



NAME ALTERNATE MINIMUMS

**SPRINGFIELD, IL**

ABRAHAM LINCOLN

CAPITAL ..... ILS or LOC Rwy 4<sup>12</sup>

ILS or LOC Rwy 22<sup>12</sup>

RADAR-1<sup>23</sup>

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 31

VOR/DME Rwy 4

VOR/DME Rwy 13

VOR/DME Rwy 22

VOR/DME Rwy 31

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category E, 800-2 $\frac{1}{4}$ .

**STERLING ROCKFALLS, IL**

WHITESIDE CO-

JOSEPH H BITTORF FIELD ..... NDB Rwy 7

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

NA when local weather not available.

**STEVENS POINT, WI**

STEVENS POINT

MUNI ..... RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 21

RNAV (GPS) Rwy 30

VOR/DME Rwy 3

VOR/DME Rwy 21

VOR/DME Rwy 30

Category D, 800-2 $\frac{1}{4}$ .

NA when local weather not available.

**STURGEON BAY, WI**

DOOR COUNTY

CHERRYLAND ..... RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

**TAYLORVILLE, IL**

TAYLORVILLE MUNI ..... NDB Rwy 18

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**TOMAHAWK, WI**

TOMAHAWK RGNL ..... RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

**WATERTOWN, WI**

WATERTOWN MUNI ..... RNAV (GPS) Rwy 5<sup>12</sup>

RNAV (GPS) Rwy 11<sup>13</sup>

RNAV (GPS) Rwy 23<sup>12</sup>

RNAV (GPS) Rwy 29<sup>12</sup>

VOR/DME Rwy 29<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 900-3.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2 $\frac{1}{4}$ ;

Category D, 900-3.

**WAUKESHA, WI**

WAUKESHA COUNTY .... ILS or LOC Rwy 10<sup>12</sup>

RNAV (GPS) Rwy 10<sup>13</sup>

RNAV (GPS) Rwy 28<sup>13</sup>

VOR-A<sup>13</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Category C, 700-2; Category D, 700-2 $\frac{1}{4}$ .

LOC, Category D, 800-2 $\frac{1}{4}$ .

<sup>3</sup>Category D, 800-2 $\frac{1}{4}$ .

**WAUPACA, WI**

WAUPACA MUNI ..... RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

NA when local weather not available.

**WAUSAU, WI**

WAUSAU DOWNTOWN .. RNAV (GPS) Rwy 12

NA when local weather not available.

**WEST BEND, WI**

WEST BEND MUNI ..... RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 31

VOR Rwy 24

NA when local weather not available.

# RADAR MINS

10098

## RADAR INSTRUMENT APPROACH MINIMUMS

**CHAMPAIGN/URBANA, IL** Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

**UNIVERSITY OF ILLINOIS-WILLARD**

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 **A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	14L		ABC	1100-1	346	(400-1)	D	1100-1½	346	(400-1½)
	32R		ABC	1100/24	351	(400-½)	D	1100/50	351	(400-1)
CIRCLING			A	1160-1	406	(500-1)	B	1220-1	466	(500-1)
			C	1220-1½	466	(500-1½)	D	1320-2	566	(600-2)

When control tower closed, ASR not authorized.

Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

**CHICAGO/ROCKFORD, IL** Amdt. 10A, DEC 21, 2006 (FAA)

ELEV 742

**CHICAGO/ ROCKFORD INTL**

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	1		AB	1160/24	431	(500-½)	C	1160/40	431	(500-¾)
			D	1160/50	431	(500-1)				
	7		AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)
			D	1180/50	438	(500-1)				
	25		AB	1220-1	485	(500-1)	C	1220-1¼	485	(500-1¼)
			D	1220-1½	485	(500-1½)				
CIRCLING			A	1220-1	478	(500-1)	b	1240-1	498	(500-1)
			C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)

**GREEN BAY, WI**

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

**AUSTIN STRAUBEL INTL**

RADAR - 119.4 338.2 **▽ A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36		AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
	24		AB	1120-1	438	(500-1)	C	1120-1¼	438	(500-1¼)
			D	1120-1½	438	(500-1½)				
	18		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1220-1¼	525	(600-1¼)				
	6		AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
CIRCLING			AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1260-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

When control tower closed, ASR not authorized.

EC-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10098

N1

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010


## RADAR INSTRUMENT APPROACH MINIMUMS

## MADISON, WI

Amdt. 17A, April 8, 2010 (FAA)

ELEV 887

## DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	21		AB	1360-½	473 (500-½)	C	1360-¾	473 (500-¾)
			D	1360-1	473 (500-1)	E	1360-1¼	473 (500-1¼)
	36		AB	1360/24	498 (500-½)	C	1360/50	498 (500-1)
			D	1360/60	498 (500-1¼)	E	1360/1½	498 (500-1½)
	14		AB	1360-1	499 (500-1)	C	1360-1¼	499 (500-1¼)
			D	1360-1½	499 (500-1½)	E	1360-1¾	499 (500-1¾)
	18		AB	1360/24	500 (600-½)	C	1360/40	500 (600-¾)
			D	1360/50	500 (600-1)	E	1360/60	500 (600-1¼)
	32		AB	1440-1	579 (600-1)	C	1440-1½	579 (600-1½)
			D	1440-1¾	579 (600-1¾)	E	1440-2	579 (600-2)
CIRCLING			A	1440-1	553 (600-1)	B	1460-1	573 (600-1)
			C	1460-1½	573 (600-1½)	D	1460-2	573 (600-2)
			E	1700-3	813 (900-3)			

When control tower closed, ASR procedures not authorized.

## SPRINGFIELD, IL

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 597

## ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	22		ABC	960-½	363 (400-½)	DE	960-1	363 (400-1)
	31		AB	1240-½	650 (700-1)	C	1240-1¼	650 (700-1¼)
			D	1240-1½	650 (700-1½)	E	1240-1¾	650 (700-1¾)
	4		ABC	960/24	368 (400-½)	DE	960/50	368 (400-1)
CIRCLING			AB	1240-1	643 (700-1)	C	1240-1¾	643 (700-1¾)
			D	1240-2	643 (700-2)	E	1380-2¾	783 (800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibility to 2¼.

When control tower closed, ASR not authorized.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

## INSTRUMENT APPROACH PROCEDURE CHARTS

### IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

#### NAME TAKE-OFF MINIMUMS

##### ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

ORIG 05300 (FAA)

NOTE: **Rwy 11**, tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. **Rwy 17**, multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/598' MSL. **Rwy 29**, multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. **Rwy 35**, multiple trees and light pole beginning 980' from departure end of runway, 574' left of centerline, 67' AGL/596' MSL.

##### AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18**, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

#### NAME TAKE-OFF MINIMUMS

##### ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8**, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16**, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26**, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

##### APPLETON, WI

OUTAGAMIE COUNTY RGNL (ATW)

ORIG 10154 (FAA)

NOTE: **Rwy 3**, antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12**, tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30**, trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

**ASHLAND, WI**

JOHN F. KENNEDY MEMORIAL (ASX)  
AMDT 1 08157 (FAA)

NOTE: **Rwy 2**, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100' AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13**, trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20**, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31**, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL.

**BARABOO, WI**

BARABOO WISCONSIN DELLS (DLL)  
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32**, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

**BELLEVILLE, IL**

SCOTT AFB, MID AMERICA (BLV)  
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32L**, 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L**, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R**, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

**BLACK RIVER FALLS, WI**

BLACK RIVER FALLS AREA (BCK)  
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1400 before proceeding on course.

**BLOOMINGTON-NORMAL, IL**

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)  
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2**, pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11**, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

**BOLINGBROOK, IL**

BOLINGBROOK'S CLOW INTL (1C5)  
ORIG 10098 (FAA)

NOTE: **Rwy 18**, multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36**, building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

**BOSCOBEL, WI**

BOSCOBEL (OVS)  
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7**, std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 381' per NM to 1300 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1300 before turning south. **Rwy 7**, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20**, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25**, climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2**, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7**, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20**, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25**, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

**BOYCEVILLE, WI**

BOYCEVILLE MUNI (3T3)  
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8**, tower 6.44 NM from departure end of runway, 3378' right of centerline, 1200' AGL/2180' MSL.

**BURLINGTON, WI**

BURLINGTON MUNI (BUU)  
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 1400 before turning.

**CABLE, WI**

CABLE UNION (3CU)  
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, west departures, climb runway heading to 1900 before turning westbound.

**CAHOKIA/ST. LOUIS, IL**

ST. LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1 ¼ or std. with a min. climb of 343' per NM to 800. **Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 047° to 900 before turning left. **Rwy 12L/12R**, climb via heading 122° to 1000 before turning left. **Rwy 23**, climb via heading 227° to 2000 before turning. **Rwy 30L/30R**, climb via heading 302° to 1700 before turning.

NOTE: **Rwy 5**, antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole 630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline, up to 76' AGL/487' MSL. **Rwy 12L**, tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/453' MSL. **Rwy 12R**, tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline, 92' AGL/509' MSL. **Rwy 23**, pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. **Rwy 30L**, multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/521' MSL.

**CANTON, IL**

INGERSOLL (CTK)  
ORIG 08213 (FAA)

NOTE: **Rwy 9**, tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36**, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

**CARBONDALE/MURPHYSBORO, IL**

SOUTHERN ILLINOIS (MDH)  
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18L, 18R**, std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 6**, road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L**, tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24**, trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L**, trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

**CARM, IL**

CARM MUNI (CUL)

AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 1000 before turning westbound.

**CASEY, IL**

CASEY MUNI (1H8)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 4**, tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22**, vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

**CENTRALIA, IL**

CENTRALIA MUNI (ENL)

AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

**CHAMPAIGN/URBANA, IL**

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4**, trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R**, rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18**, Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L**, terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

## CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R**, Climbing right turn to 2400 heading 100° before proceeding on course. **Rwys 13C, 13L, 13R**, Climb heading 135° to 1400 before turning. **Rwys 22L, 22R**, Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R**, Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L**, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

**Rwy 4R**, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L**, multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R**, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L**, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R**, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

## CHICAGO MIDWAY INTL (CONT)

**Rwy 31C**, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L**, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R**, multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

## CHICAGO-O'HARE INTL (ORD)

AMDT 17 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L**, std. w/ min. climb of 220' per NM to 1700. **Rwy 27R**, std. w/ min. climb of 228' per NM to 1800. **Rwy 28**, std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 240' per NM to 1800.

NOTE: **Rwy 4L**, buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL. **Rwy 4R**, tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L**, building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL. **Rwy 9R**, street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL. **Rwy 10**, parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. **Rwy 14L**, light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 383' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL. **Rwy 14R**, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL. **Rwy 22R**, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L**, parked aircraft on ramp, 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL. **Rwy 27R**, tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL. **Rwy 28**, trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL. **Rwy 32L**, pole 1993' from DER, 791' left of centerline, 49' AGL/716' MSL.



**CHICAGO, IL (CON'T)**

LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 322' per NM to 900.DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1200 before proceeding on course.NOTE: **Rwy 9**, poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18**, trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL.**Rwy 27**, hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36**, pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.**CHICAGO/AURORA, IL**

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

NOTE: **Rwy 9**, vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15**, multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18**, multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27**, vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33**, multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36**, tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.**CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL**

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with min. climb of 286' per NM to 900.NOTE: **Rwy 6**, tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12**, antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16**, tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24**, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30**, antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34**, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.**CHICAGO/ROMEOVILLE, IL**

LEWIS UNIVERSITY (LOT)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1¼ or std. w/ min. climb of 420' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1300 before turning right.NOTE: **Rwy 2**, multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9**, multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27**, multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.**CHICAGO/WAUKEGAN, IL**

WAUKEGAN RGNL (UGN)

ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.**CHICAGO/WEST CHICAGO, IL**

DUPAGE (DPA)

ORIG 07354 (FAA)

NOTE: **Rwy 2L**, tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R**, tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10**, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15**, road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33**, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.**CLINTONVILLE, WI**

CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-environmental. NOTE: **Rwy 4**, trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14**, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22**, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32**, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.



## DANVILLE, IL

VERMILION RGNL (DNV)  
ORIG 09183 (FAA)

NOTE: **Rwy 3**, tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16**, tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21**, tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34**, tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

## DE KALB, IL

DE KALB TAYLOR MUNI (DKB)  
AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.  
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1400 before proceeding on course.

## DECATUR, IL

DECATUR (DEC)

AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures:

**Rwys 6, 12, 24**, climb runway heading to 1600 before turning north. **Rwy 18**, climb runway heading to 1200 before turning north. **Rwy 30**, right turn, climb to 3000 via DEC R-340 before proceeding north. **Rwy 36**, left turn, climb to 3000 via DEC R-340 before proceeding north.

## DELAVER, WI

LAKE LAWN (C59)  
AMDT 1 03247 (FAA)

NOTE: **Rwy 18**, trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36**, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

## DIXON, IL

DIXON MUNI - CHARLES R WALGREEN  
FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-1½ or std. w/ min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12**, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8**, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26**, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

## EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)  
ORIG 06271 (FAA)

NOTE: **Rwy 4**, road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13**, road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22**, road 246' from departure end of runway, 566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway, 430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

## EAST TROY, WI

EAST TROY MUNI (57C)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 8**, trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26**, vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

## EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-2¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32**, 200-1½ or std. w/ min. climb of 270' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 2000 before proceeding on course. **Rwy 22**, climb heading 224° to 1700 before proceeding on course. **Rwy 32**, climb heading 304° to 1700 before proceeding on course.

NOTE: **Rwy 4**, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14**, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22**, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32**, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

## EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 220' per NM to 1300 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29**, climb heading 294° to 1100 before turning right.

NOTE: **Rwy 1**, vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11**, trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19**, trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL.

## FAIRFIELD, IL

FAIRFIELD MUNI (FWC)

AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27**, 300-1 or std. with a min. climb of 320' per NM to 600.

## FLORA, IL

FLORA MUNI (FOA)

AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33**, climb runway heading to 1100 before turning left. **Rwy 21**, climb runway heading to 1100 before turning right.

## FOND DU LAC, WI

FOND DU LAC COUNTY (FLD)

AMDT 1A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 2000 before turning north. **Rwy 36**, climb runway heading to 2000 before turning east.

NOTE: **Rwy 9**, control tower 190' from DER, 409' right of centerline, 29' AGL/816' MSL.

## FREEPORT, IL

ALBERTUS (FEP)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, NA-Environmental.

NOTE: **Rwy 24**, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

## FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - unsurveyed turf runways. **Rwy 33**, 500-2 or std. with a min. climb of 400' per NM to 1600.

NOTE: **Rwy 15**, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL.

**Rwy 33**, trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

## GALESBURG, IL

GALESBURG MUNI (GBG)

ORIG 10210 (FAA)

NOTE: **Rwy 3**, trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10**, trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21**, trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28**, trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

## GRANTSBURG, WI

GRANTSBURG MUNI (GTG)

ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

## GRAYSLAKE, IL

CAMPBELL (C81)

AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1200 before turning.

## GREENBAY, WI

AUSTIN STRAUBEL INTL (GRB)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 1300 before turning right. **Rwy 18**, climb heading 182° to 1600 before turning left.

NOTE: **Rwy 18**, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL.

**Rwy 24**, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

## GREENVILLE, IL

GREENVILLE (GRE)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36**, vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

**HARRISBURG, IL**

HARRISBURG-RALEIGH (HSB)  
ORIG 08101 (FAA)

NOTE: **Rwy 6**, Trees and a PVC pipe, beginning 62' from departure end of runway, 230' left of centerline, up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. **Rwy 24**, Trees beginning 252' from departure end of runway, 420' right of centerline, up to 100' AGL/479' MSL. **Rwy 32**, Trees beginning 4182' from departure end of runway, 615' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509' MSL.

**HAYWARD, WI**

SAWYER COUNTY (HYR)  
AMDT 4 99308

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1900 before turning eastbound.

**JANESVILLE, WI**

SOUTHERN WISCONSIN RGNL (JVL)  
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2½ or std. w/a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: **Rwy 4**, Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32**, Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36**, tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

**JOLIET, IL**

JOLIET RGNL (JOT)  
AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. w/a min. climb of 217' per NM to 1000 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. **Rwy 13**, 600-3 or std. w/a min. climb of 300' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 130° to 1100 before turning left.

NOTE: **Rwy 5**, vehicle on road 98' from DER, 379' left of centerline, up to 15' AGL/599' MSL. Vehicle on road 453' from DER, 602' right of centerline, up to 15' AGL/599' MSL. Trees beginning 500' from DER, 627' left of centerline, up to 100' AGL/654' MSL. Pole 878' from DER, 44' right of centerline, 22' AGL/602' MSL. Trees beginning 853' from DER, 597' right of centerline, up to 100' AGL/734' MSL. Rising terrain beginning 1.7 NM from DER, 68' left of centerline, up to 834' MSL. **Rwy 13**, vehicle on road 39' from DER, 491' right of centerline, up to 15' AGL/589' MSL. Vehicle on road 177' from DER, 512' left of centerline, up to 15' AGL/584' MSL. Tower 2 NM from DER, 2601' right of centerline, 420' AGL/973' MSL. Building 567' from DER, 270' right of centerline, 28' AGL/602' MSL. **Rwy 23**, vehicle on road beginning 8' from DER, left and right of centerline, up to 15' AGL/594' MSL. Trees beginning 195' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 31**, buildings beginning 4' from DER, left and right of centerline, up to 100' AGL/606' MSL. Trees beginning 135' from DER, left and right of centerline, up to 100' AGL/675' MSL. Vehicle on road beginning 93' from DER, left and right of centerline, up to 17' AGL/594' MSL. Poles beginning 138' from DER, left and right of centerline, up to 50' AGL/628' MSL.

**JUNEAU, WI**

DODGE COUNTY (UNU)  
ORIG 94286 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1.

**KANKAKEE, IL**

GREATER KANKAKEE (IKK)  
ORIG 07074 (FAA)

NOTE: **Rwy 4**, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16**, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22**, vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34**, vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

## KENOSHA, WI

KENOSHA RGNL (ENW)  
OMDT 09239 (FAA)

NOTE: **Rwy 7R**, multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL.

**Rwy 7L**, multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L**, multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33**, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R**, trees 2800' from DER, 603' left of centerline, 100' AGL/819' MSL.

## KEWANEE, IL

KEWANEE MUNI (EZI)  
ORIG-A 09351 (FAA)

NOTE: **Rwy 27**, powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

## LA CROSSE, WI

LA CROSSE MUNI (LSE)  
AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13**, std. w/min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18**, std. w/min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21**, std. w/min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31**, std. w/min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36**, std. w/min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36**, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3**, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13**, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18**, vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21**, multiple trees beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31**, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

## LA POINTE, WI

MADELINE ISLAND (4R5)  
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

## LACON, IL

MARSHALL COUNTY (C75)  
AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning.

## LADYSMITH, WI

RUSK COUNTY (RCX)

ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.

## LAKE GENEVA, WI

GRAND GENEVA RESORT (C02)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning westbound.

## LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)

AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-obstacles.

NOTE: **Rwy 14**, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL.

**Rwy 32**, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

## LINCOLN, IL

LOGAN COUNTY (AAA)

AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.

NOTE: **Rwy 21**, spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

## LITCHFIELD, IL

LITCHFIELD MUNI (3LF)

AMDT 3 05300 (FAA)

NOTE: **Rwy 9**, tower 1058' left of departure end of runway, 132' AGL/822' MSL.

## LONEROCK, WI

TRI COUNTY RGNL (LNR)

AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 600-1½, or 1000-2½ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 9**, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27**, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

## MACOMB, IL

MACOMB MUNI (MQB)

AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

## MADISON, WI

BLACKHAWK AIRFIELD (87Y)

ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.

## DANE COUNTY RGNL-TRUAX FIELD (MSN)

AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21**, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.

NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

## MANITO, IL

MANITO MITCHELL (C45)

AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 36**, 300-1.

## MANITOWISH WATERS, WI

MANITOWISH WATERS (D25)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environment.

NOTE: **Rwy 14**, trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32**, trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

## MANITOWOC, WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 072° to 1200 before proceeding on course. **Rwy 25**, climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7**, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17**, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25**, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35**, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.



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## MARION, IL

WILLIAMSON COUNTY RGNL (MWA)

ORIG-A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11**, Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2**, trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11**, poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20**, trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL.

**Rwy 29**, wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

## MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

ORIG 06271 (FAA)

NOTE: **Rwy 34**, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

## MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 4 09351 (FAA)

NOTE: **Rwy 11**, trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

## MEDFORD, WI

TAYLOR COUNTY (MDZ)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16**, trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27**, tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34**, terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

## MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)

ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

## MERRILL, WI

MERRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: **Rwy 7**, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16**, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25**, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34**, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

## MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)

AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19**, NA-turf.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 101° to 2600 before proceeding on course.

**Rwy 28**, climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28**, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

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## MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)  
AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R**, 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31**, 300-1½ or std. w/a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R**, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

**Rwy 1L**, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

**Rwy 7R**, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L**, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13**, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L**, tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R**, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L**, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hanger, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

## MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

**Rwy 31**, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hanger, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R**, climb to 2100 before turning east.

## MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10**, trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18**, trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28**, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36**, trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

## MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13**, 300-1½ or std. with a min. climb of 250' per NM to 900. **Rwy 23**, 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 048° to 3000 before turning left. **Rwy 9**, climb via heading 090° to 1600 before turning. **Rwy 13**, climb via heading 126° to 1600 before turning. **Rwy 23**, climb via heading 228° to 1600 before turning. **Rwy 27**, climb via heading 270° to 1600 before turning. **Rwy 31**, climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9**, trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13**, trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23**, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

## MONEE, IL

BULT FIELD (C56)  
ORIG 09071 (FAA)

NOTE: **Rwy 9**, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27**, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

## MONMOUTH, IL

MONMOUTH MUNI (C66)  
AMDT 2 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-2.

## MONROE, WI

MONROE MUNI (EFT)  
AMDT 2 09127 (FAA)

NOTE: **Rwy 2**, vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12**, trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20**, trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30**, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

## MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)  
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. w/min. climb of 320' per NM to 1000.  
NOTE: **Rwy 18**, tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36**, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

## MOSINEE, WI

CENTRAL WISCONSIN (CWA)  
ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1.  
DEPARTURE PROCEDURE: **Rwy 35**, (northbound departures 350° CW 045°) climbing left turn to 3500 via AUWR-270 before turning on course.

## MOUNT CARMEL, IL

MOUNT CARMEL MUNI (AJG)  
ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 340' per NM to 700.

## MOUNT STERLING, IL

MOUNT STERLING MUNI (I63)  
ORIG 09183 (FAA)

NOTE: **Rwy 18**, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36**, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

## MOUNT VERNON, IL

MOUNT VERNON (MVN)  
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 331° to 1300 before turning left.  
NOTE: **Rwy 5**, multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15**, multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23**, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33**, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

## NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C)  
ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

## NEW RICHMOND, WI

NEW RICHMOND RGNL (RNH)  
ORIG 07354 (FAA)

NOTE: **Rwy 14**, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32**, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.



## OLNEY/NOBLE, IL

OLNEY/NOBLE (OLY)  
ORIG 10098 (FAA)

NOTE: **Rwy 3**, trees beginning 11' from DER, 108' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21**, trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29**, vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

## OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)  
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-environmental.  
NOTE: **Rwy 10**, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28**, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

## OSHKOSH, WI

WITTMAN RGNL (OSH)  
ORIG 08157 (FAA)

NOTE: **Rwy 4**, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13**, trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22**, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL. **Rwy 27**, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31**, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36**, antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

## PARIS, IL

EDGAR COUNTY (PRG)  
ORIG 07354 (FAA)

NOTE: **Rwy 9**, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27**, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

## PARK FALLS, WI

PARK FALLS MUNI (PKF)  
ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3400 before turning east.

## PAXTON, IL

PAXTON (1C1)  
AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 321' per NM to 1200.  
DEPARTURE PROCEDURE: **Rwy 36**, vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

## PEKIN, IL

PEKIN MUNI (C15)  
ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

## PEORIA, IL

GENERAL DOWNING - PEORIA INTL(PIA)  
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.  
NOTE: **Rwy 4**, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13**, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22**, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31**, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

## PEORIA, IL (CON'T)

MOUNT HAWLEY AUXILIARY (3MY)  
AMDT 2A 10154 (FAA)

NOTE: **Rwy 18**, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36**, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL. Antenna 2711' from DER, 655' left of centerline, 61' AGL/858' MSL.

## PERU, IL

ILLINOIS VALLEY RGNL-WALTER A.  
DUNCAN FIELD (VYS)  
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

## PHILLIPS, WI

PRICE COUNTY (PBH)  
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.

## PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)  
ORIG 09239 (FAA)

NOTE: **Rwy 7**, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25**, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15**, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

## PONTIAC, IL

PONTIAC MUNI (PNT)  
ORIG 08213 (FAA)

NOTE: **Rwy 24**, multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' left of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

## POPLAR GROVE, IL

POPLAR GROVE (C77)  
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35**, NA.

## PORTAGE, WI

PORTAGE MUNI (C47)  
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22**, 300-1 or std. with a min. climb of 265' per NM to 1000.

## PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)  
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29, 32**, 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11, 29, 14, 32**, climb to 2000 before turning on course.

NOTE: **Rwy 29**, tower 9416' right of departure end of runway, 300' AGL/1440' MSL.

## PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18**, utility pole, 330' from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36**, navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

## QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)  
ORIG 07242 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18**, multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22**, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36**, multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

## RACINE, WI

JOHN H. BATTEN (RAC)

AMDT 5 10042 (FAA)

NOTE: **Rwy 32**, blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14**, vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL. **Rwy 4**, railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22**, vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797'56 MSL.

## RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK

ELLIOTT FLD (TIP)

ORIG 08101 (FAA)

NOTE: **Rwy 9**, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

## REEDSBURG, WI

REEDSBURG MUNI (C35)

AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2300 on runway heading before turning northbound.

**Rwy 36**, climb to 2300 on runway heading before turning westbound.

## RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)

AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Rhinelander-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9**, tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15**, multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33**, multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

## RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31**, climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13**, trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19**, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31**, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

## RICHLAND CENTER, WI

RICHLAND (93C)

AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17**, NA. **Rwy 27**, 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 222' per NM to 1800.

## ROBINSON, IL

ROBINSON MUNI (RSV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17**, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27**, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35**, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

## ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD  
(RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7**, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

## ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD  
(3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1.

## SALEM, IL

SALEM-LECKRONE (SLO)

AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

## SHAWANO, WI

SHAWANO MUNI (E2S)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17**, 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29**, 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11**, tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17**, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29**, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35**, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

## SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)

AMDT 1 09351 (FAA)

NOTE: **Rwy 13**, vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21**, vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31**, pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

## SHELBYVILLE, IL

SHELBY COUNTY (2H0)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 14, 32**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36**, vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

## SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 200-1½ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 32**, 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14**, Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32**, vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

## SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)  
ORIG 04106 (FAA)  
TAKE-OFF MINIMUMS: **Rwy 18**, 300.-1.

## SPARTA, WI

SPARTA/FORT MC COY (CMY)  
AMDT 1 90123 (FAA)  
DEPARTURE PROCEDURE: **Rwys 1, 11, 29**, climb on runway heading to 1400' before turning on course.

## SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)  
ORIG 05300 (FAA)  
NOTE: **Rwy 4**, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13**, bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18**, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM from departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31**, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36**, multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

## STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)  
ORIG 08325 (FAA)  
NOTE: **Rwy 7**, elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18**, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' left of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25**, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36**, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

## STEVENS POINT, WI

STEVENS POINT MUNI (STE)  
ORIG 09015 (FAA)  
NOTE: **Rwy 3**, trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21**, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12**, poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30**, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

## STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)  
ORIG 07242 (FAA)  
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1700 before turning east.  
NOTE: **Rwy 2**, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10**, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20**, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28**, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

## SUPERIOR, WI

RICHARD I. BONG (SUW)  
AMDT 5 98281 (FAA)  
DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2500 before turning west. **Rwy 31**, climb runway heading to 2500 before turning north.

## TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)  
ORIG 05300 (FAA)  
TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-no survey data.  
NOTE: **Rwy 18**, numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36**, numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

## TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27**, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

## VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-unsurveyed turf runways. **Rwy 11**, NA. Obstacle.

## VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. . . . . 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

## WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2500 before heading west. **Rwy 29**, climb runway heading to 2500 before turning north.

## WAUKESHA, WI

WAUKESHA COUNTY (UES)

AMDT 6 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10**, light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18**, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28**, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36**, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

## WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10**, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13**, road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28**, trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31**, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

## WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1.

**Rwy 4**, 400-1. **Rwy 12**, 300-1. **Rwy 22**, 700-1.

DEPARTURE PROCEDURE: **All runways**: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

**Rwy 4**, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.



10210

**WAUTOMA, WI**

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning north.

**WEST BEND, WI**

WEST BEND MUNI (ETB)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/a min. climb of 260' per NM to 1200. **Rwy 24**, 300-2 or std. w/a min. climb of 250' per NM to 1400. **Rwy 31**, 300-1½ or standard w/a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6**, vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13**, trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24**, trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31**, vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10210

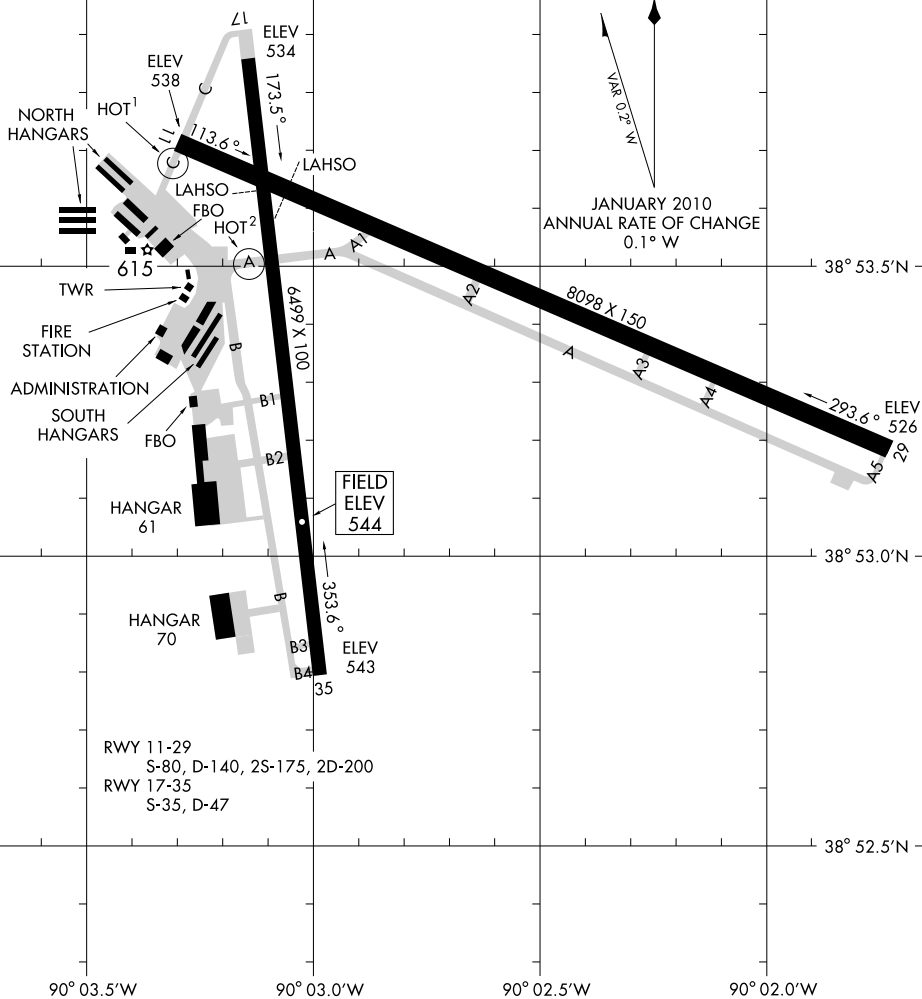
# AIRPORT DIAGRAM

AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)  
ALTON/ST. LOUIS, ILLINOIS

ATIS  
128.0  
REGIONAL TOWER ★  
126.0 239.0  
GND CON  
120.2  
CLNC DEL  
120.2

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

ALTON/ST. LOUIS, ILLINOIS  
ALTON/ST. LOUIS RGNL (ALN)

10210

## ST LOUIS (ALTON, IL)

ST LOUIS RGNL (ALN) 4 E UTC-6(-5DT) N38°53.40' W90°02.76'

ST LOUIS

544 B S4 FUEL 100LL, JET A OX 1, 3 ARFF Index-See Remarks NOTAM FILE ALN

H-5D, L-27C, A

RWY 11-29: H8098X150 (ASPH-GRVD) S-80, D-140, 2S-175, 2D-200 HIRL

IAP

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 46'. Hangar.

RWY 29: MALSR.

RWY 17-35: H6499X100 (ASPH) S-35, D-47 MIRL

RWY 17: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 45'. Trees.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29	17-35	6850
RWY 35	11-29	5100

**AIRPORT REMARKS:** Attended 1200-0400Z†. For attendant other hrs call 618-259-3230 or 258-1005. Class IV, ARFF Index A. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 618-259-2531. Index E firefighting equipment avbl with 30 minutes notice and prior permission of arpt manager. When twr closed HIRL Rwy 11-29 and MIRL Rwy 17-35 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.0 (618) 259-7231. LAWRS.**COMMUNICATIONS:** CTAF 126.0 ATIS 128.0 UNICOM 122.95

RCO 122.05 (ST LOUIS RADIO)

① APP/DEP CON 124.2 CLNC DEL 120.2 (0400-1300Z†)

RGNL TOWER 126.0 (1300-0400Z†) GND CON 120.2

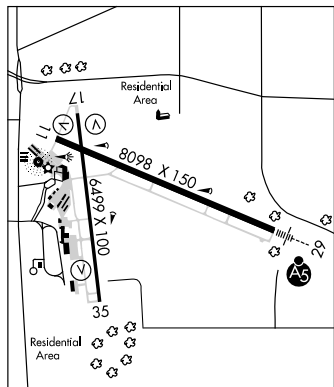
**AIRSPACE:** CLASS D svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 323° 10.9 NM to fld. 570/4E.

CIVIC MEMORIAL NDB (MHW) 263 CVM N38°53.54' W90°03.38' at fld. NOTAM FILE ALN.

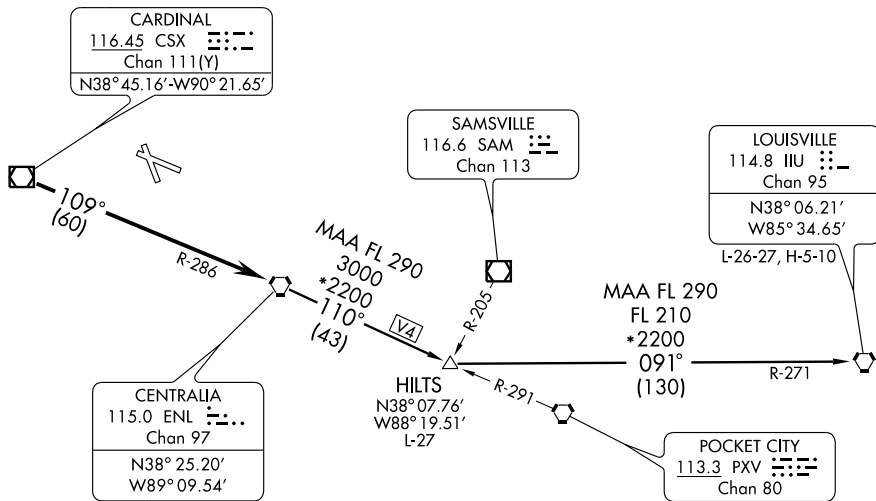
ALPOS NDB(LOM) 218 AL N38°51.30' W89°56.28' 291° 5.5 NM to fld.

ILS/DME 108.5 I-ALN Chan 22 Rwy 29 LOM ALPOS NDB. Unmonitored when twr clsd. LOC BC unusable byd 18° left and 23° right of course.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.

# BLUES TWO DEPARTURE

ATIS 128.0  
CLNC DEL 120.2  
GND CON 120.2  
RGNL TWR ★  
126.0 (CTAF) 239.0  
ST LOUIS DEP CON  
124.2 353.9



NOTE: For Turbojets only.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

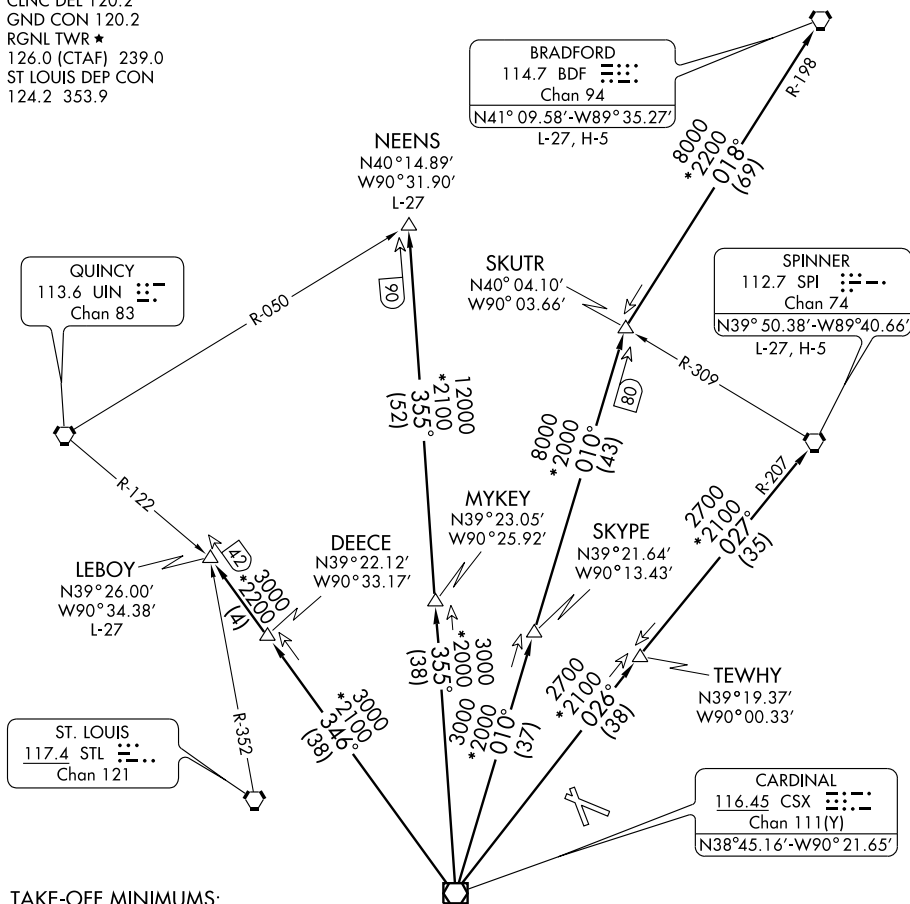
Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

## CARDS SEVEN DEPARTURE

ATIS 128.0  
 CLNC DEL 120.2  
 GND CON 120.2  
 RGNL TWR ★  
 126.0 (CTAF) 239.0  
 ST LOUIS DEP CON  
 124.2 353.9



### TAKE-OFF MINIMUMS:

Rwys 11,17, 29, 35: STANDARD.

## TAKE-OFF OBSTACLE NOTES:

- Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.  
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.
- Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.  
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.
- Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.  
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.  
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.
- Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline,  
67' AGL/596' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME and RADAR REQUIRED.

## CARDS SEVEN DEPARTURE

(CARDS7.STL) 08325

ALTON/ST. LOUIS, ILLINOIS

ALTON/ST. LOUIS RGNL (ALN)

## CARDS SEVEN DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

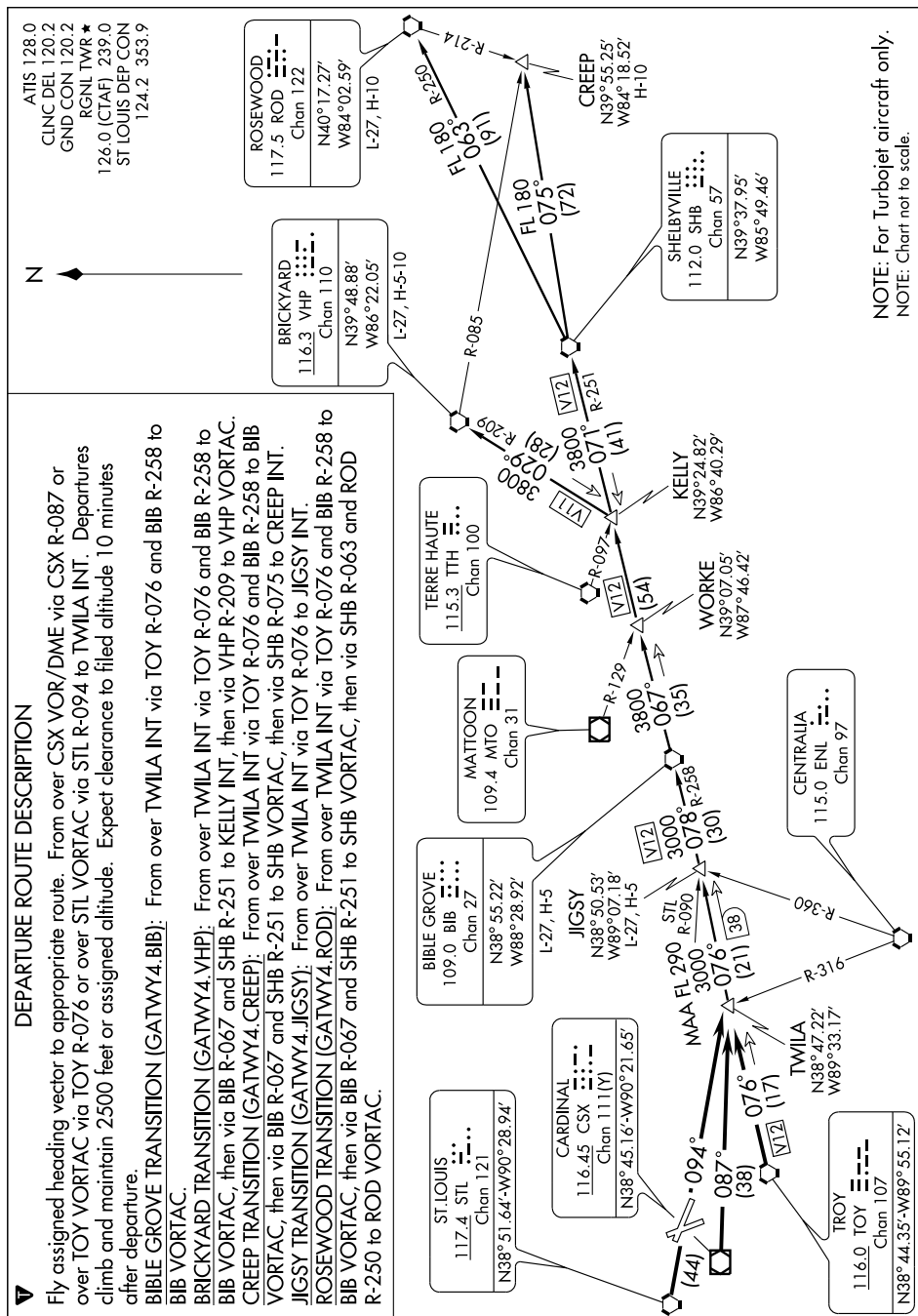
▼ Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION [GATWY4.BIB]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.  
BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.  
CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.  
JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.  
ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

GATEWAY FOUR DEPARTURE  
(GATWY4.STL)

08325

SL-5174 (FAA)

ALTON/ST. LOUIS RGNL (ALN)  
ALTON/ST. LOUIS, ILLINOISGATEWAY FOUR DEPARTURE  
(GATWY4.STL)

08325

ALTON/ST. LOUIS, ILLINOIS  
ALTON/ST. LOUIS RGNL (ALN)



LOC/DME <b>108.5</b> Chan <b>22</b>	I-ALN	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>8098</b> <b>531</b> <b>544</b>
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## ILS or LOC RWY 29

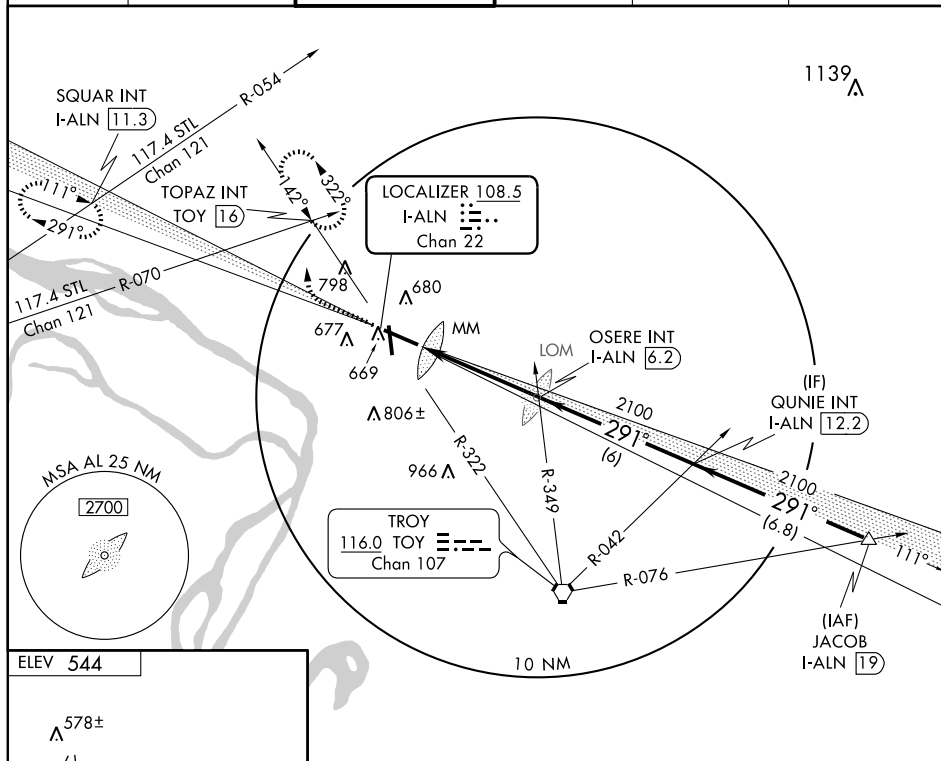
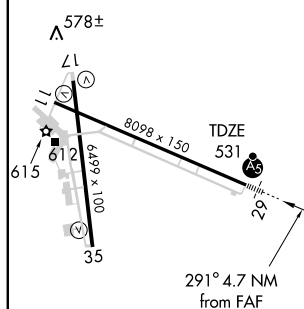
ALTON/ST. LOUIS RGNL (ALN)

- ▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs/MDAs 60 feet.
- ▲ VDP NA when Lambert-St Louis Intl altimeter setting.



MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via HDG 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS <b>128.0</b>	ST LOUIS APP CON <b>124.2 353.9</b>	REGIONAL TOWER★ <b>126.0 (CTAF) 239.0</b>	GND CON <b>120.2</b>	CLNC DEL <b>120.2</b>	UNICOM <b>122.95</b>
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ELEV **544**

1000	2200	TOY R-322 <b>116.0</b>	TOPAZ INT TOY <b>16</b>	OSERE INT I-ALN <b>6.2</b>	QUINIE INT I-ALN <b>12.2</b>	JACOB I-ALN <b>19</b>	Procedure Turn NA
↑	HDG 310°			2100	2100	2100	GS 3.00° TCH 55
I-ALN <b>1.5</b>	I-ALN <b>2.3</b>			2100	2100	2100	
0.4	0.4	3.9 NM	6 NM	6.8 NM			
CATEGORY	A	B	C	D			
S-ILS 29	731-½ 200 (200-½)						
S-LOC 29	840-½ 309 (300-½)						840-¾ 309 (300-¾)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-½ 456 (500-½)	1100-2 556 (600-2)			

REIL Rwy 11

HIRL Rwy 11-29  $\Delta$ MIRL Rwy 17-35  $\Delta$ 

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

ALTON/ST. LOUIS, ILLINOIS

Amdt 11 10210

38° 53'N-90° 03'W

ALTON/ST. LOUIS RGNL (ALN)

ILS or LOC RWY 29

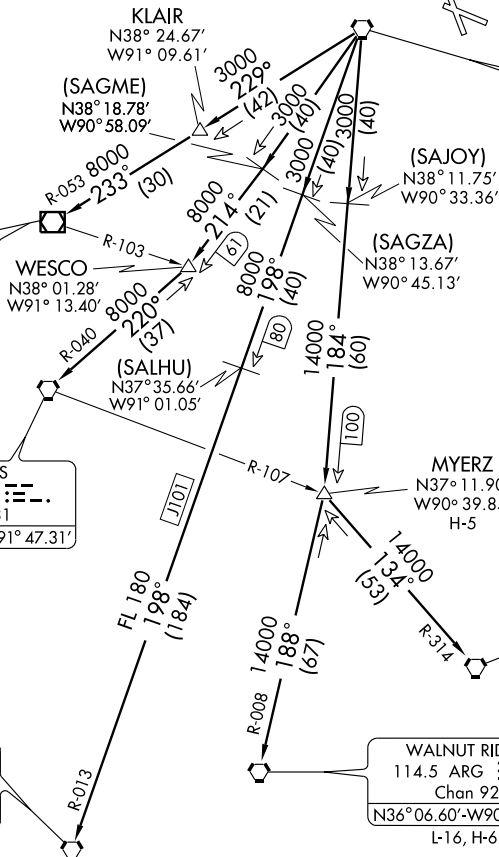
## LINDBERGH TWO DEPARTURE

ATIS 128.0  
CLNC DEL 120.2  
GND CON 120.2  
RGNL TWR ★  
126.0 (CTAF) 239.0  
ST LOUIS DEP CON  
124.2 353.9

VICHY  
117.7 VIH :...  
Chan 124  
N38°09.24'-W91°42.41'  
L-16, H-5

MAPLES  
113.4 MAP :...  
Chan 81  
N37°35.45'-W91°47.31'  
L-16

LITTLE ROCK  
113.9 LIT :...  
Chan 86  
N34°40.66'-W92°10.83'  
L-18, H-6



ST. LOUIS  
117.4 STL :...  
Chan 121  
N38°51.64'-W90°28.94'

(SAJOY)  
N38°11.75'  
W90°33.36'

(SAGZA)  
N38°13.67'  
W90°45.13'

MYERZ  
N37°11.90'  
W90°39.85'  
H-5

MALDEN  
111.2 MAW :...  
Chan 49  
N36°33.31'-W89°54.68'  
L-16, H-6

WALNUT RIDGE  
114.5 ARG :...  
Chan 92  
N36°06.60'-W90°57.22'  
L-16, H-6

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAO VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

## LINDBERGH TWO DEPARTURE

(LINDY2.STL) 08325

ALTON/ST. LOUIS, ILLINOIS  
ALTON/ST. LOUIS RGNL (ALN)

LOC/DME I-ALN <b>108.5</b> Chan <b>22</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev	<b>8098</b> <b>540</b> <b>544</b>
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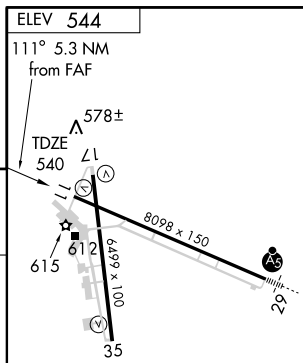
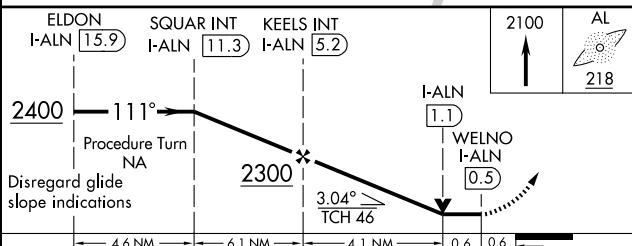
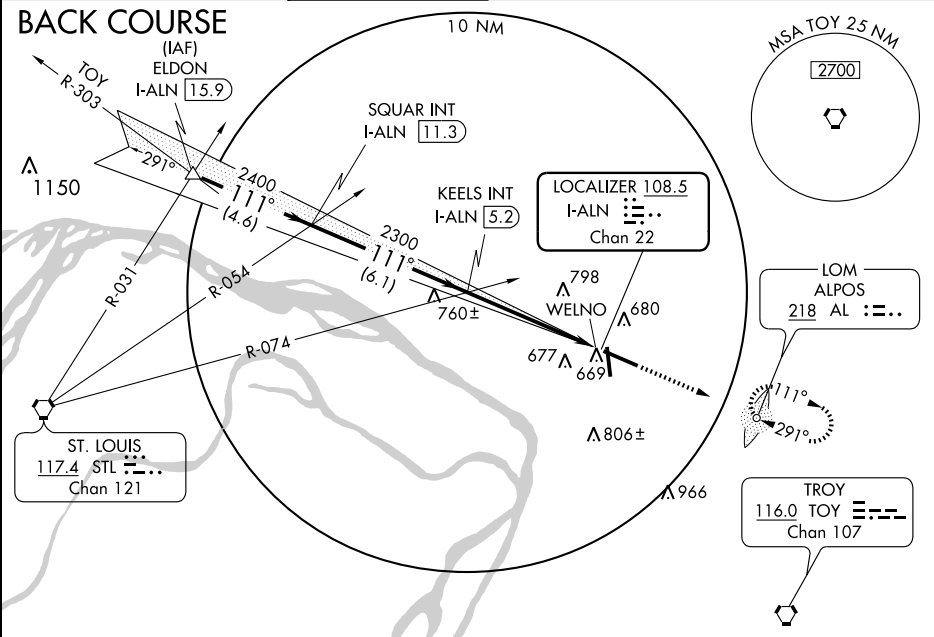
**LOC BC RWY 11**  
ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lambert-St. Louis Intl altimeter setting. ADF REQUIRED.

MISSED APPROACH: Climb to 2100 direct AL LOM and hold.

ATIS <b>128.0</b>	ST LOUIS APP CON <b>124.2 353.9</b>	REGIONAL TOWER★ <b>126.0 (CTAF) 0 239.0</b>	GND CON <b>120.2</b>	CLNC DEL <b>120.2</b>	UNICOM <b>122.95</b>
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## BACK COURSE



CATEGORY	A	B	C	D	E
S-11	980-1	440 (500-1)	980-1¼ 440 (500-1¼)	980-1½	440 (500-1½)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)	NA

REIL Rwy 11					
HIRL Rwy 11-29 0					
MIRL Rwy 17-35 0					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NDB CVM	APP CRS	Rwy Idg	<b>6499</b>
<u>263</u>	<b>186°</b>	TDZE	<b>542</b>
		Apt Elev	<b>544</b>

**NDB RWY 17**  
ALTON/ST. LOUIS RGNL (ALN)

**T** If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. Dorsy fix minimums not authorized

**A** when using Lambert-St. Louis Intl altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 in CVM NDB holding pattern.

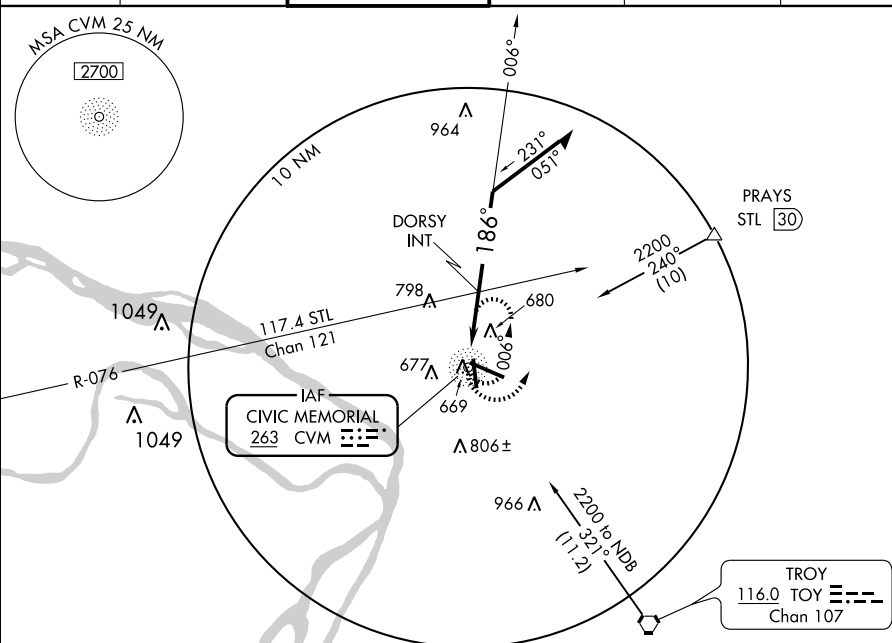
ATIS  
**128.0**

ST LOUIS APP CON  
124.2 353.9

REGIONAL TOWER★  
126.0 (CTAF) **L** 239.0

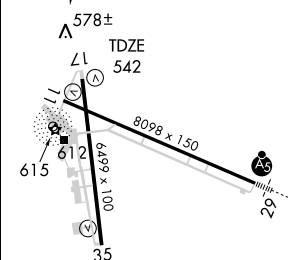
GND CON  
**120.2**

## CLNC DEL 120.2

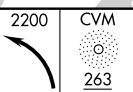
UNICOM  
122.95

ELEV	544
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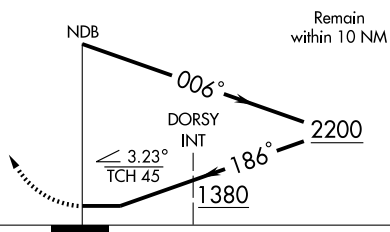
— 186° to  
CVM NDB



REIL Rwy 11  
HIRL Rwy 11-29 **L**  
MIRL Rwy 17-35 **L**



VGSI and descent  
angles not coincident.



CATEGORY	A	B	C	D
S-17	1380-1 838 (900-1)	1380-1¼ 838 (900-¼)	1380-2½ 838 (900-2½)	1380-2¾ 838 (900-2¾)
CIRCLING	1380-1 836 (900-1)	1380-¼ 836 (900-¼)	1380-2½ 836 (900-2½)	1380-2¾ 836 (900-2¾)

## DORSY FIX MINIMUMS

S-17	1120-1 578 (600-1)	1120-1½ 578 (600-1½)	1120-1¾ 578 (600-1¾)
CIRCLING	1120-1 576 (600-1)	1120-1½ 576 (600-1½)	1120-2 576 (600-2)

ALTON/ST. LOUIS, ILLINOIS

Amdt 11 10210

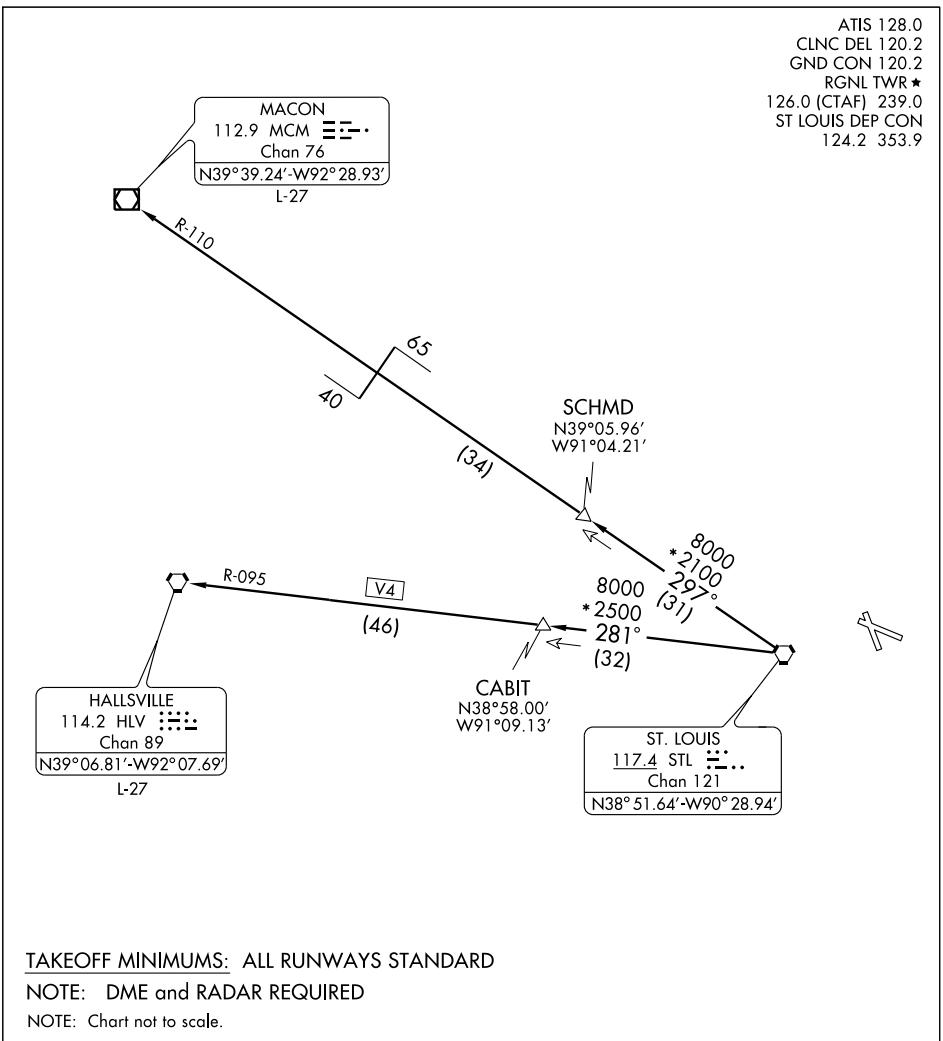
ALTON/ST. LOUIS RGNL (ALN)

NDB RWY 17

38° 53'N-90° 03'W

EC-3, 26 AUG 2010 to 23 SEP 2010

**EC-3, 26 AUG 2010 to 23 SEP 2010**



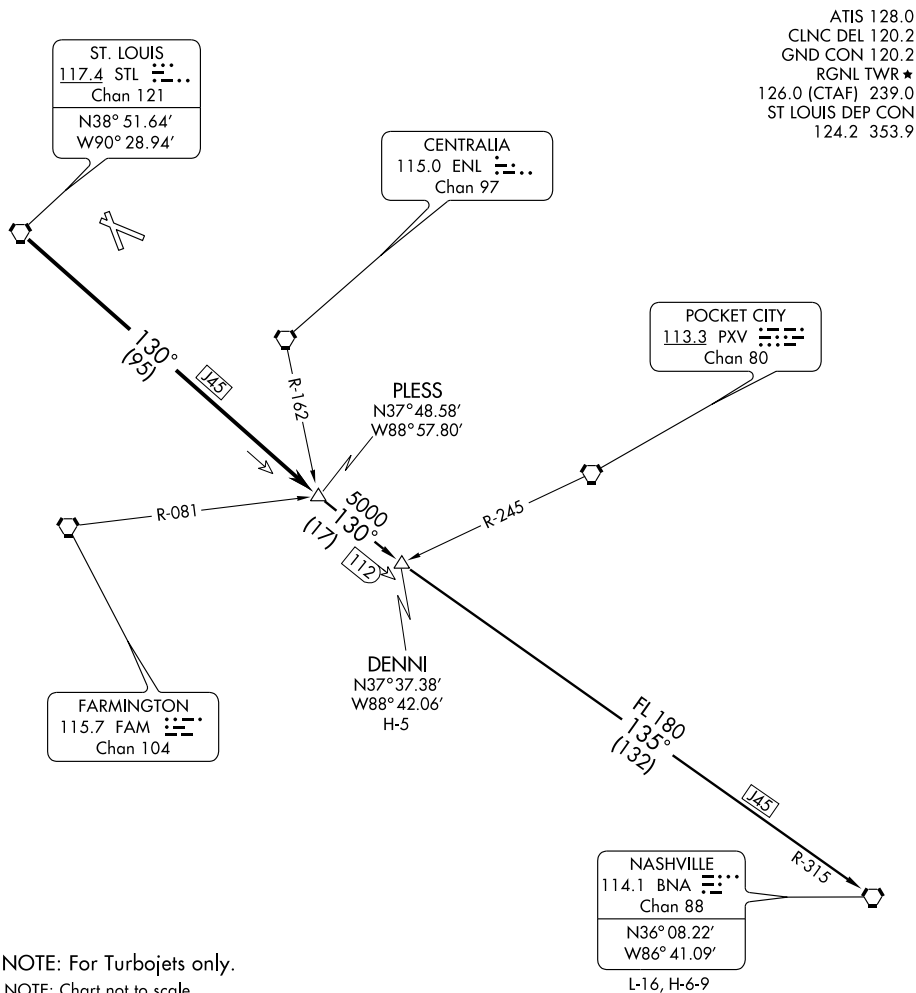
**DEPARTURE ROUTE DESCRIPTION**

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**HALLSVILLE TRANSITION (OZARK3.HLV):** From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

**MACON TRANSITION (OZARK3.MCM):** From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

## PLESS ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

## PLESS ONE DEPARTURE

WAAS CH <b>90417</b> <b>W11A</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev <b>8098</b> <b>539</b> <b>543</b>
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# RNAV (GPS) RWY 11

ALTON/ ST. LOUIS RGNL (ALN)

▼ Baro-VNAV NA when using Lambert-St. Louis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2100 direct QUNIE and hold.

ATIS  
**128.0**

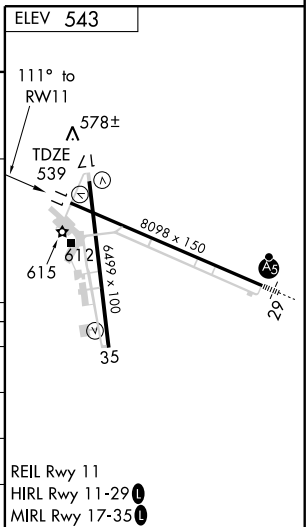
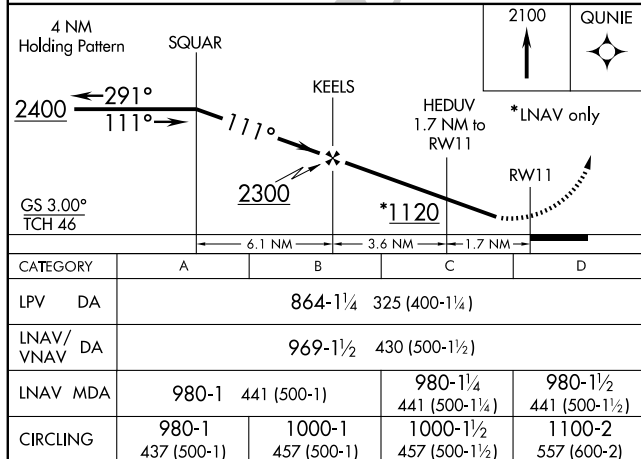
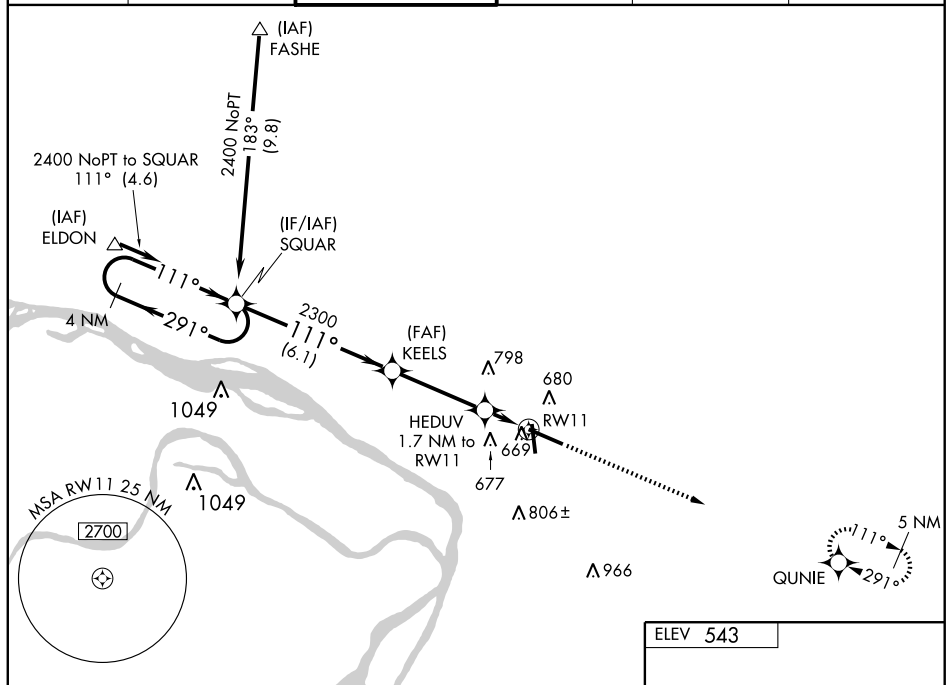
ST LOUIS APP CON  
**124.2 353.9**

**REGIONAL TOWER ★**  
**126.0 (CTAF) 239.0**

GND CON  
**120.2**

CLNC DEL  
**120.2**

UNICOM  
**122.95**





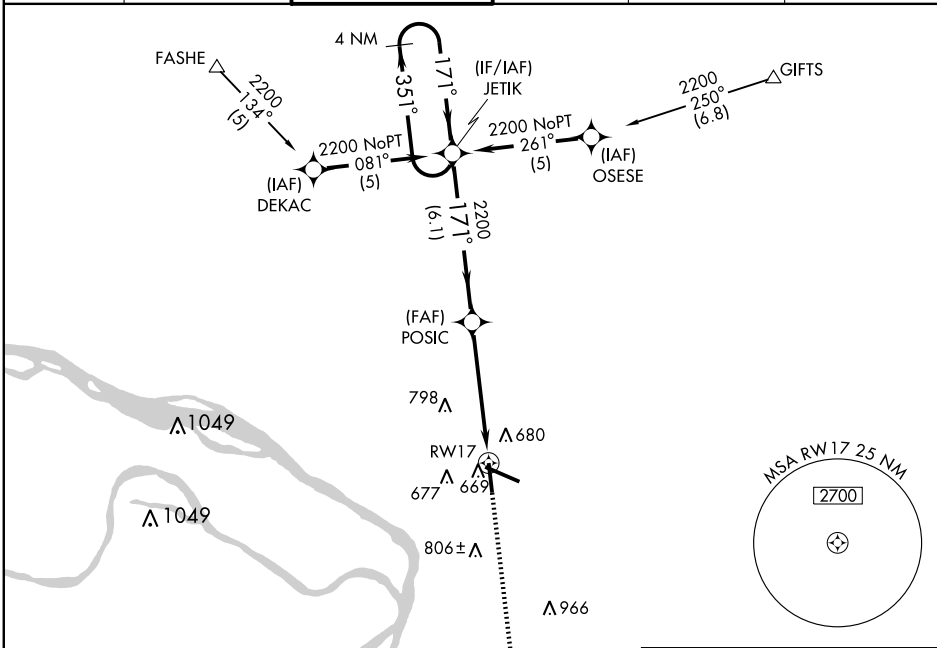
APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>542</b> <b>544</b>
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RNAV (GPS) RWY 17  
ALTON/ST. LOUIS RGNL (ALN)

- T** If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling  
**A** Rwy 17 and circling Rwy 35, NA at night. DME/DME RNP-0.3 NA.

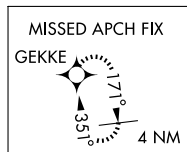
**MISSED APPROACH:** Climb to 2200 direct GEKKE and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0(CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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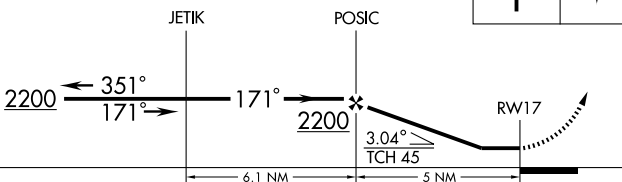


EC-3. 26 AUG 2010 to 23 SEP 2010

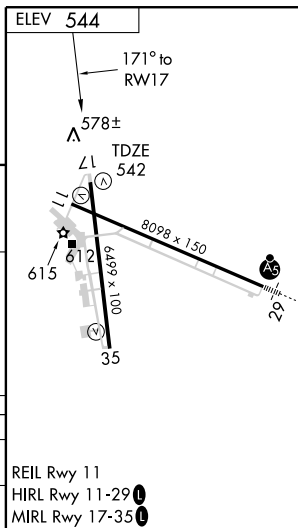
EC-3, 26 AUG 2010 to 23 SEP 2010



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	920-1 378 (400-1)			920-1¼ 378 (400-1¼)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)



ALTON/ST. LOUIS, ILLINOIS  
Orig 10210

38° 53'N-90° 03'W

ALTON/ST. LOUIS RGNL (ALN)  
RNAV (GPS) RWY 17

WAAS CH <b>77507</b> <b>W29A</b>	APP CRS <b>291°</b>	Rwy Idg TDZE <b>531</b> Apt Elev <b>544</b>
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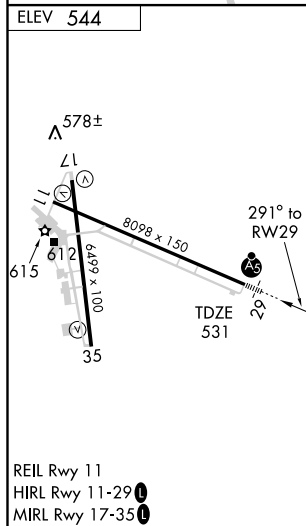
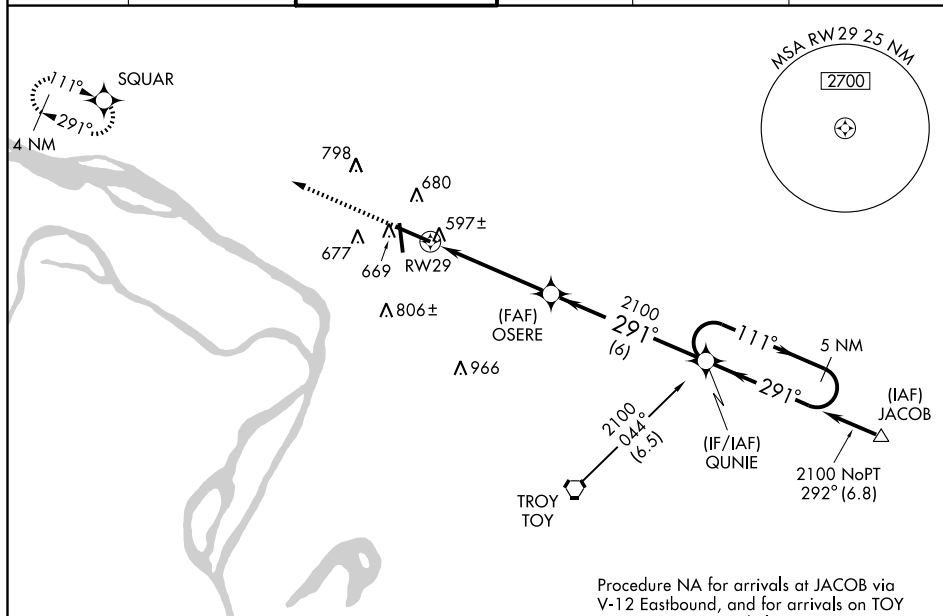
**RNAV (GPS) RWY 29**

ALTON/ST. LOUIS RGNL (ALN)

**▼** For inoperative MALS, increase LNAV Cat. D visibility to 1¼ mile. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs and MDAs 60 feet. VDP and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. Baro-VNAV NA below -16°C (4°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

**▲** **MALS** MISSED APPROACH: Climb to 2400 direct SQUAR and hold.

ATIS <b>128.0</b>	ST LOUIS APP CON <b>124.2 353.9</b>	REGIONAL TOWER★ <b>126.0(CTAF) 239.0</b>	GND CON <b>120.2</b>	CLNC DEL <b>120.2</b>	UNICOM <b>122.95</b>
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<div> <div>2400</div> <div>SQUAR</div> </div> <div> <div>*LNAV Only</div> <div>*1 NM to RWY 29</div> </div> <div> <div>OSERE</div> <div>QUNIE</div> </div> <div> <div>5 NM Holding Pattern</div> </div>				
<div> <div>2100</div> <div>291°</div> <div>111°</div> <div>2100</div> </div> <div> <div>GS 3.00°</div> <div>TCH 55</div> </div>				
CATEGORY	A	B	C	D
LPV DA	800-½		269 (300-½)	
LNAV/VNAV DA	860-¾		329 (400-¾)	
LNAV MDA	880-½		349 (400-½)	
CIRCLING	980-1¼	1000-1¼	1000-1½	880-1
	436 (500-1¼)	456 (500-1¼)	456 (500-1½)	349 (400-1)
CIRCLING	1100-2	1100-2	1100-2	1100-2
	556 (600-2)	556 (600-2)	556 (600-2)	556 (600-2)

APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>544</b> <b>544</b>
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**RNAV (GPS) RWY 35**

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter not received, use Lambert-St. Louis altimeter setting and increase all MDAs 60 feet. When VGS1 inop, circling to Rwy 17/35 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS  
**128.0**

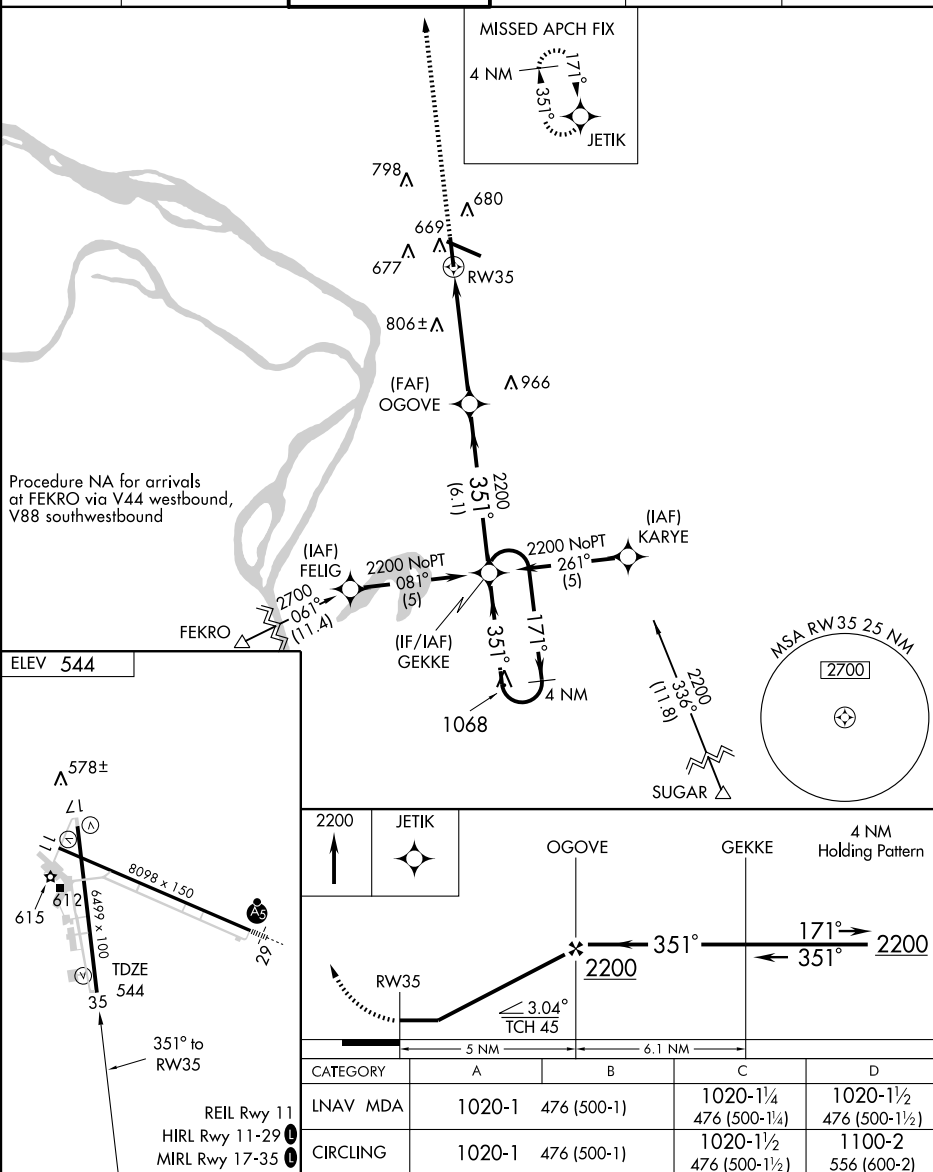
ST LOUIS APP CON  
**124.2 353.9**

REGIONAL TOWER★  
**126.0 (CTAF) 239.0**

GND CON  
**120.2**

CLNC DEL  
**120.2**

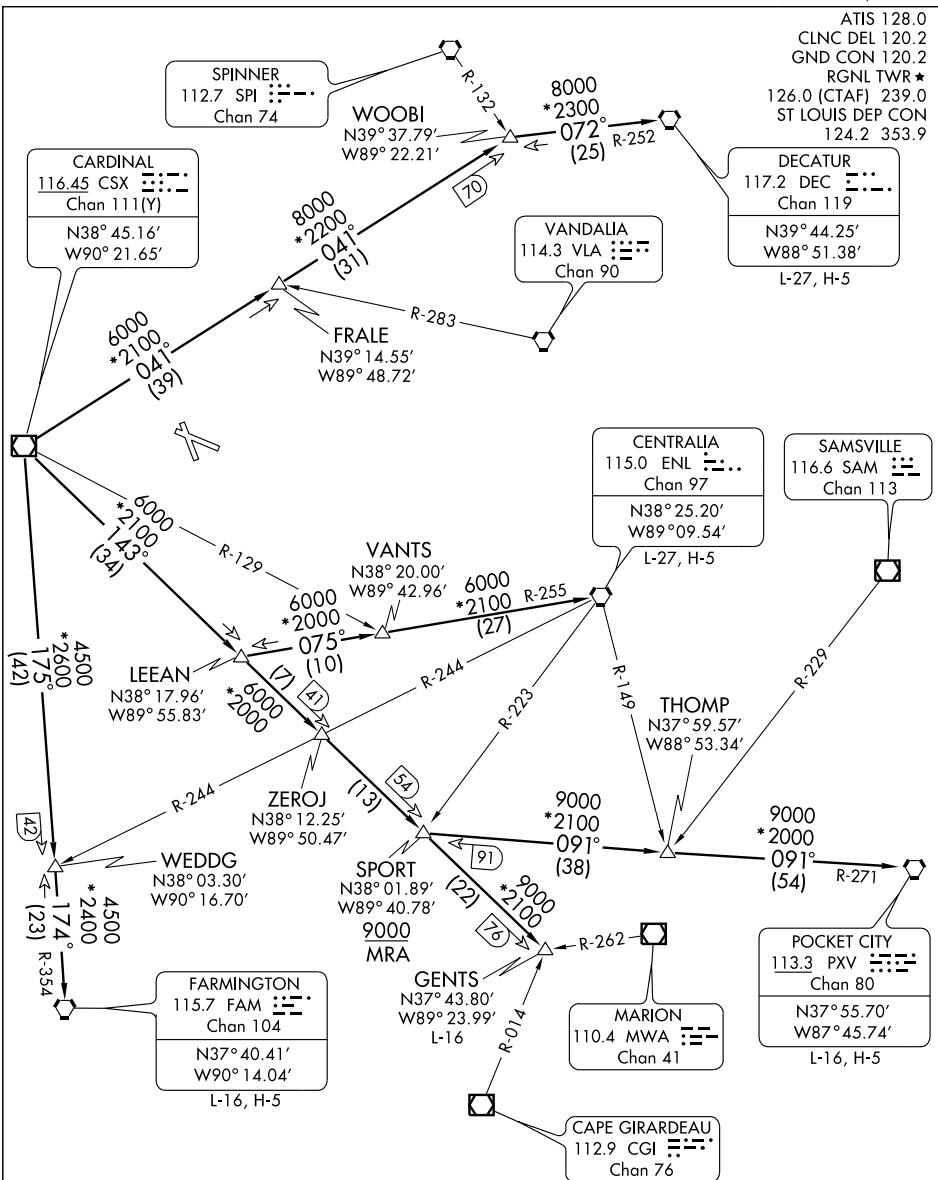
UNICOM  
**122.95**



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## TURBO FIVE DEPARTURE



TAKE-OFF MINIMUMS:  
Rwy 11,17,29,35 STANDARD.

NOTE: RADAR Required.  
NOTE: For Turboprop/Prop Aircraft only.

NOTE: Chart not to scale.

## TURBO FIVE DEPARTURE

(TURBO5.STL) 08325

ALTON/ST. LOUIS, ILLINOIS  
ALTON/ST. LOUIS RGNL (ALN)

EC-3. 26 AUG 2010 to 23 SEP 2010

**EC-3, 26 AUG 2010 to 23 SEP 2010**

## TURBO FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.

Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.

Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.

Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.

Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.

Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.

Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.

Rwy 35: Multiple Trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL.

## TURBO FIVE DEPARTURE

VORTAC TOY <b>116.0</b> Chan <b>107</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>544</b>
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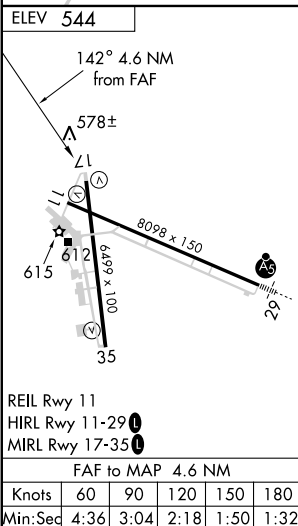
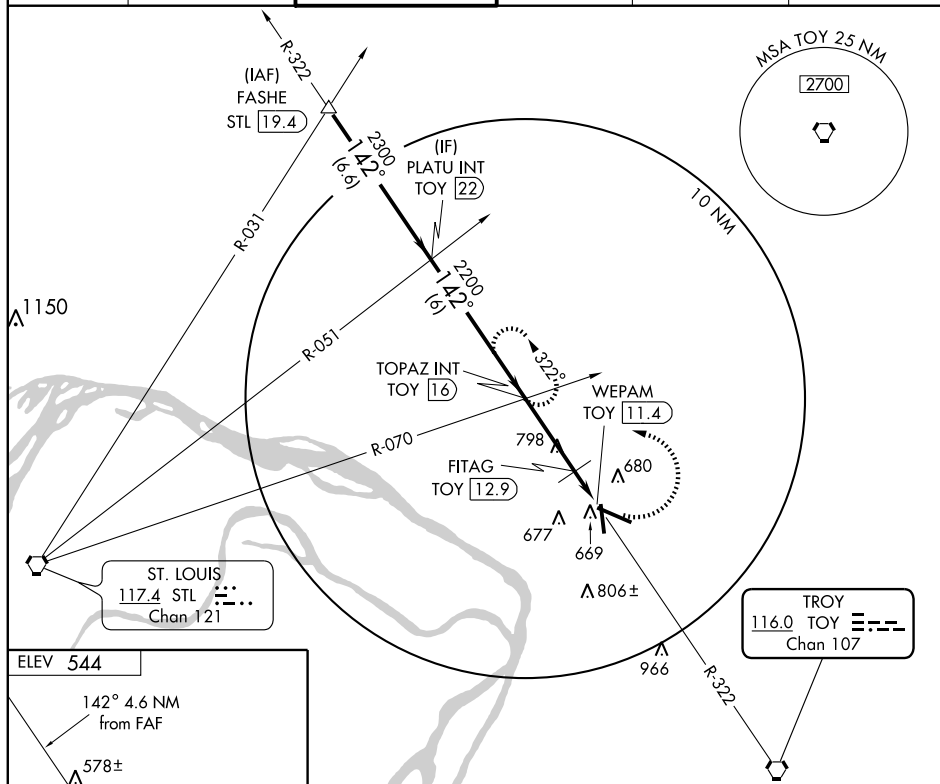
VOR-A

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS <b>128.0</b>	ST LOUIS APP CON <b>124.2 353.9</b>	REGIONAL TOWER★ <b>126.0</b> (CTAF) <b>239.0</b>	GND CON <b>120.2</b>	CLNC DEL <b>120.2</b>	UNICOM <b>122.95</b>
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	FASHE STL 19.4	PLATU INT TOY 22	TOPAZ INT TOY 16	FITAG TOY 12.9	WEPAM TOY 11.4	2200 TOY R-322 116.0	TOPAZ INT TOY 16
Procedure	Turn NA						
*1160 when using Lambert-St. Louis Intl altimeter setting.							
	6.6 NM	6 NM	3.2 NM	1.4 NM			
CATEGORY	A	B	C	D			
CIRCLING	1100-1	556 (600-1)	1100-1½ 556 (600-1½)	1100-2 556 (600-2)			
	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)			

ALTON/ST. LOUIS, ILLINOIS

ALTON/ST. LOUIS RGNL (ALN)

Amdt 9 10210

38° 53'N-90° 03'W

VOR-A

10210

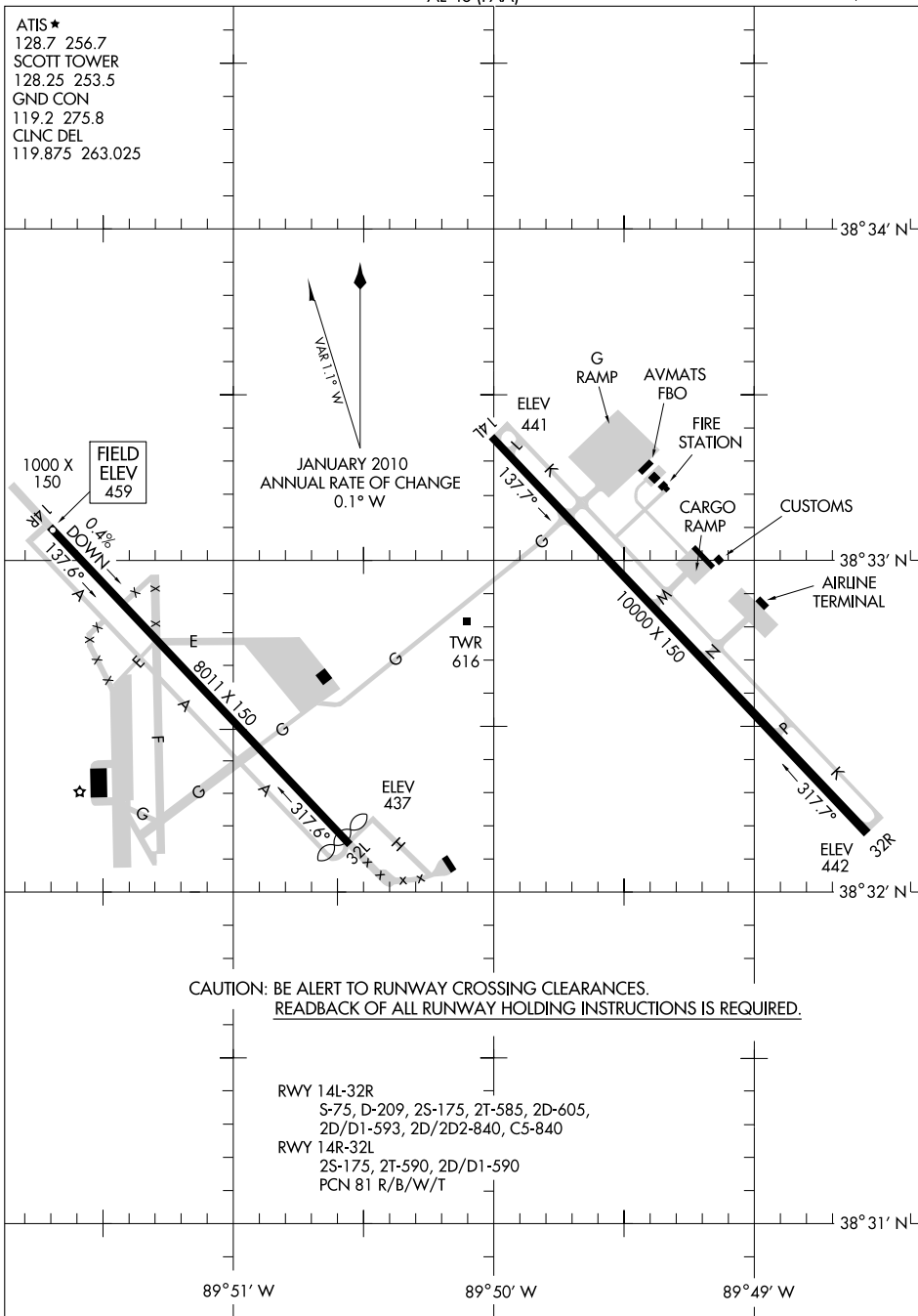
## AIRPORT DIAGRAM

AL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)  
BELLEVILLE, ILLINOIS

ATIS ★  
128.7 256.7  
SCOTT TOWER  
128.25 253.5  
GND CON  
119.2 275.8  
CLNC DEL  
119.875 263.025

EC-3, 26 AUG 2010 to 23 SEP 2010



EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

BELLEVILLE, ILLINOIS  
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

10210



## BELLEVILLE

SCOTT AFB/MIDAMERICA (BLV)(KBLV) MIL/CIV 14 E UTC-6(-5DT) N38°32.71' W89°50.11' ST LOUIS

459 B S1 FUEL 100LL, JET A+ TPA—See Remarks Class I, ARFF Index B

H-5D, L-27C, A

IAP, DIAP, AD

RWY 14L-32R: H10000X150 (CONC-GRVD) S-75, D-209, 2S-175,

2T-585, 2D-605, 2D/D1-593, 2D/2D2-840, C5-840 HIRL

RWY 14L: REIL. PAPI(P4R)—GA 3.0° TCH 72'.

RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 14R-32L: H8011X150 (ASPH-CONC) PCN 81 R/B/W/T

HIRL

RWY 14R: MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

0.4% down.

RWY 32L: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Thld dsplcd 210'.

MILITARY SERVICE: JASU 6(A/M32A-86) 3(AM32-95). MidAmerica

2(A/M32A-60B) 1(AM32-95) 2(A/M32A-86) 1(MD-4).

FUEL A+ 100LL (Arpt Terminal Svc avbl 1400-0200Z±,

C618-566-5265. FLUID SP(Mil) PRESAIR(Mil) LHOX(Mil) LOX(Mil)

OIL O-133-148(Mil) SOAP(Mil) TRAN ALERT Cpl weekdays

1200-0400Z±, weekends 1300-0000Z±, clsd Federal holidays,

see NOTAM. MidAmerica FBO svc provided by Air Terminal Svc

(ATS), opr 1400-0200Z± 24 hr PPR other times. FBO svc limited

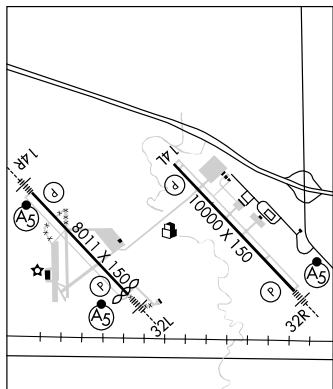
to refueling only. Ctc FBO at C618-566-5265 for specific park

and svc. Mil svc not avbl to mil acft at civ ramp.

**AIRPORT REMARKS:** Attended continuously. FBO avbl 1200-2030Z±, C618-566-5320. Deer, birds and waterfowl on and inlvot arpt. CAUTION Dense civil air traffic all quadrants, all altitudes. Use caution when utilizing Twy G, 0.25 NM east of Rwy 14R-32L intersection, gradient change of 3° and a 70° turn present, on coming traffic may not be visible due to terrain. Index C ARFF capability avbl one hr PPR call arpt ops center 618-566-5227. Military ramps clsd to civil acft without prior coordination and a ldg permit number on file. First 6000' of Rwy 32L is asph, remaining 2001' is conc; locked wheel turns on asph portion of rwy prohibited. 180° turns on asph portion of rwy is authorized for light and medium category acft only. First 2000' of Rwy 14R is concrete. Acft taxiing N on Twy A making left turn onto Foxtrot ramp—be alert—no twy centerline due to acute angle of twy intersection. Acft taxiing N on Rwy 32L onto East Twy E—be alert—no twy centerline due to acute angle of twy/rwy intersection. Rwy 14L touchdown rwy visual range avbl. Rwy 32L hold lines lctd on Twy A abeam dsplcd thld. TPA—Overhead, fighter acft, 2500(2041), rectangular 2000(1541), light acft and helicopter rectangular 1500(1041). During VFR conditions tkf, low approach, touch and go and clsd pattern, acft will not exceed 2000' until fld boundary to avoid overhead pattern. Landing fee.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Official Business Only when Tran Alert clsd.

Scott AFB is PPR. The 375th Military Flight Svc section is the sole agent for issuing PPR numbers to military acft opr on or from Scott AFB side. All inbound acft must ctc 375th comd post or 126th ANG comd post no later than 30 min prior to ldg. Military support may not be avbl on MidAmerica side of fld without prior coordination through Scott AFB. PPR call DSN 576-1861, C618-256-1861, fax extension 6718. ANG ramp/services: ctc 126th AM DSN 760-4275, C618-222-4275 or 126th Comd Post extension 4255, fax extension 4252. PPR issued up to seven days prior to arrival. Parking at 126th ARW ramp is official business requiring 48 hrs PPR. AMC acft restricted during Bird Aircraft Strike Hazard Phase II and when arpt enters Bird Watch Conditions Moderate or Severe. When arpt is code Moderate or Severe no local IFR/VFR tfc pat. When arpt code Severe, tkf/ldg prohibited without 375 OG/CC approval. During Phase II, daily Bird Aircraft Strike Hazard windows are estimated as SR+1-SR-1 and SS+1-SS-1. During Bird Aircraft Strike Hazard window (when code Low) no trans pattern permission, initial tkf/full stop ldg are at AC discretion. Ctc ATIS, PTD, 375 AW Comd Post or twr for current code. Mil ramps clsd to civil aircraft without prior coordination and a landing permits number on file. Rwy 32L hold line is on Twy A abeam Rwy 32L dsplcd thld. Limited de-icing capability. Acft commanders must coordinate with SAFB command post DSN 576-5891, C618-256-5891 for availability at least 24 hours prior to dep. **MISC** Rwy 32L 1000' overrun (north end) avbl, Rwy 14R no overrun (south end) avbl. Acft arriving Scott AFB with more than 30 passengers after hr ctc Base 24 hr in advance, C618-256-1861. Wx svc avbl Mon-Fri 0900-0100Z±; weekend and hol as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx svc avbl Mon-Fri 0900-0100Z±, weekend and holiday as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx observation avbl 24 hrs via AN/FMQ-19 Automated Observing System. During wx flight hrs of closure remote service avbl from 15 Opr Wx Squadron DSN 576-9755, C618-256-9755. During evacuation of wx flight ctc 15OWS at number above.



CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA D-ATIS 128.7 256.7 (1200-0600Z†) UNICOM 122.95 PTD 139.85 372.2

⑦ ST LOUIS APP/DEP CON 125.2 281.5

SCOTT TOWER 128.25 253.5 GND CON 119.2 275.8

CLNC DEL 119.875 263.025

375 AW COMD POST 130.65 383.2

126 ARW COMD POST 138.55 277.7 PMSV METRO 239.8

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTAC 116.0 TOY Chan 107 N38°44.35' W89°55.12' 157° 12.3NM to fld. 570/4E.

(T) TACAN Chan 59 SKE (112.2) N38°32.72' W89°51.10' at fld. 482/2E. No NOTAM MP Wed and Thu 1200-1600Z†.

GOOEY NDB (LOM) 385 JD N38°28.68' W89°44.27' 309° 6.1 NM to fld. No NOTAM MP Tue 1200-1600Z†.

ILS 109.9 I-OKX Rwy 14R. No NOTAM MP Mon and Tue 1200-1600Z†.

ILS/DME 111.15 I-BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200-1600Z†.

ILS 111.15 I-JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200-1600Z†.

ILS 109.9 I-BLV Rwy 32L. No NOTAM MP Mon and Tue 1200-1600Z†.

ASR

BELLGRADE N37°08.73' W88°40.23' NOTAM FILE PAH.

ST LOUIS

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl.

L-161

BENTON MUNI (H96) 1 W UTC-6(-5DT) N38°00.41' W88°56.07'

ST LOUIS

444 B FUEL 100LL TPA-1244(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X75 (ASPH) S-4 MIRL

RWY 18: Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended Fri-Sun 1400-0000Z†. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 153° 27 NM to fld. 546/4E. HIWAS.

BIBLE GROVE N38°55.22' W88°28.91' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E.

H-5E, L-27C

RCO 122.05R 109.0T (ST LOUIS RADIO)

BLOOMINGTON N40°28.85' W88°55.88' NOTAM FILE BMI.

CHICAGO

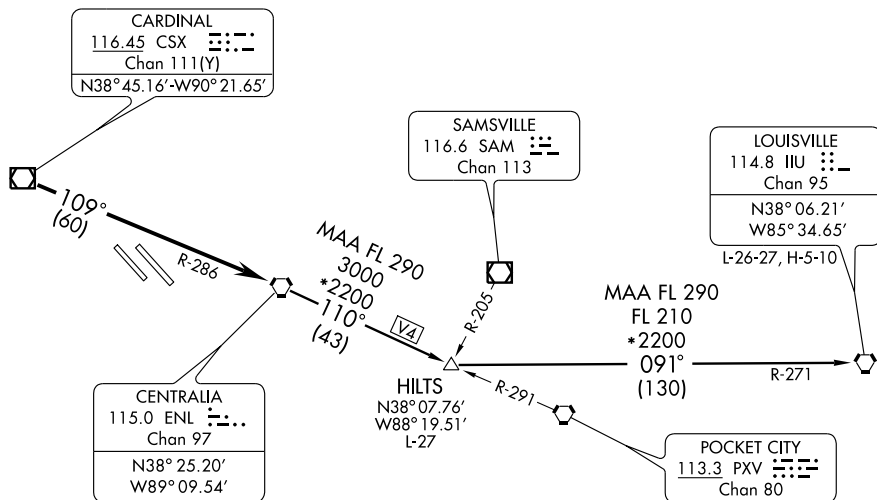
(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington-Normal 882/3E.

L-27C

VOR unusable 091°-149°, 221°-235° and 291°-314°.

RCO 123.6R 108.2T (KANKAKEE RADIO)

ATIS ★  
 128.7 256.7  
 CLNC DEL  
 119.875 263.025  
 GND CON  
 119.2 275.8  
 SCOTT TOWER  
 128.25 253.5  
 ST LOUIS DEP CON  
 125.2 281.5



NOTE: For Turbojets only.

NOTE: Chart not to scale.

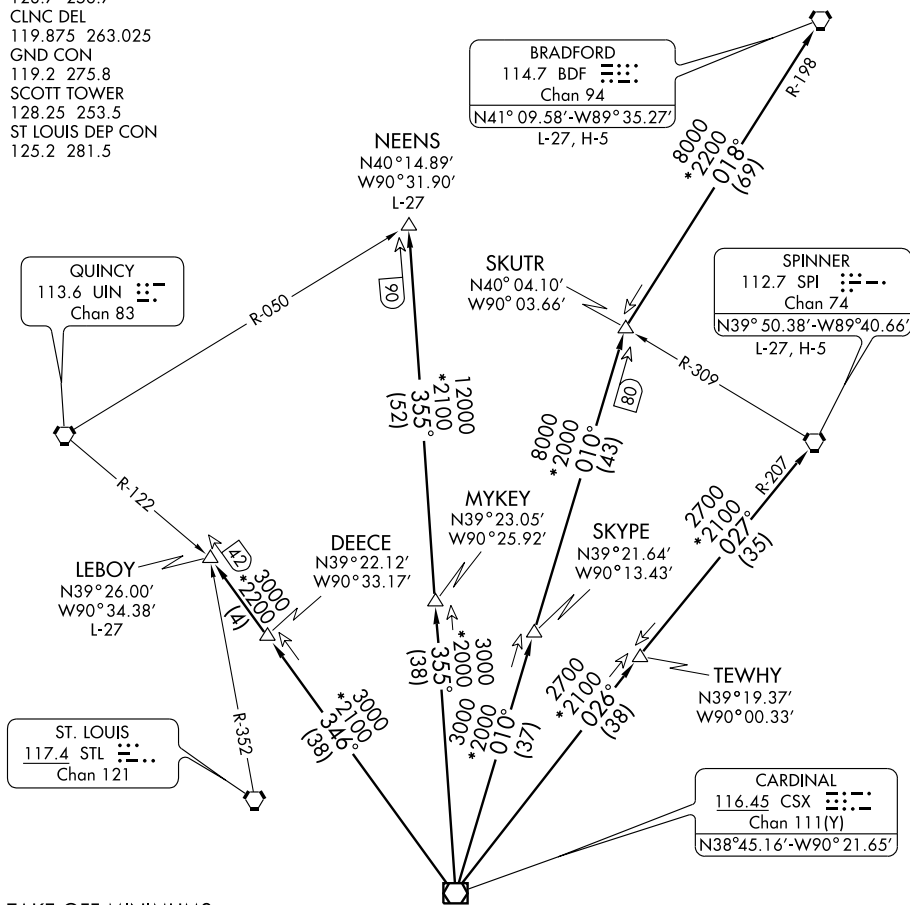
## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**HILTS TRANSITION (BLUES2.HILTS):** From over ENL VORTAC via ENL R-110 to HILTS INT.

**LOUISVILLE TRANSITION (BLUES2.IIU):** From over ENL VORTAC via ENL R-110 to HILTS INT, then via ILL R-271 to ILL VORTAC.

ATIS★  
 128.7 256.7  
 CLNC DEL  
 119.875 263.025  
 GND CON  
 119.2 275.8  
 SCOTT TOWER  
 128.25 253.5  
 ST LOUIS DEP CON  
 125.2 281.5



TAKE-OFF MINIMUMS:  
Rwys 14L, 14R, 32L, 32R: STANDARD.

NOTE: Chart not to scale.  
NOTE: DME and Radar Required.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

**BRADFORD TRANSITION (CARDS7.BDF):** From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

# GATEWAY FOUR DEPARTURE

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)  
SL-46 (FAA) BELLEVILLE, ILLINOIS

ATIS ★  
128.7 256.7  
CLNC DEL  
119.875 263.025  
GND CON  
119.2 275.8  
SCOTT TOWER  
128.25 263.5  
ST LOUIS DEP CON  
125.2 281.5

ROSEWOOD  
117.5 ROD  
Chan 122  
N40°17.27'  
W84°02.59'  
L-27, H-10

BRICKYARD  
116.3 VHP  
Chan 110  
N39°48.88'  
W86°22.05'  
L-27, H-5-10

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**BIBLE GROVE TRANSITION (GATWY4.BIB):** From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

**BRICKYARD TRANSITION (GATWY4.VHP):** From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

**CREEP TRANSITION (GATWY4.CREEP):** From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

**JIGSY TRANSITION (GATWY4.JIGSY):** From over TWILA INT via TOY R-076 to JIGSY INT.

**ROSEWOOD TRANSITION (GATEY4.ROD):** From over TWILA INT via TOY R-076 ad BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

NOTE: For Turbojet aircraft only.  
NOTE: Chart not to scale.

# GATEWAY FOUR DEPARTURE

(GATWY4.STL) 09183

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)  
BELLEVILLE, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BTC  
**111.15**  
Chan **48** (Y)

APP CRS  
**135°**

Rwy Idg **10000**  
TDZE **442**  
Apt Elev **459**

**ILS or LOC/DME RWY 14L**  
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

**▲** Procedure not authorized when control tower closed.

MISSED APPROACH: Climb to 2000 via heading 135° and ENL VORTAC R-277 to DUTMY Int/ENL 19.4 DME and hold.

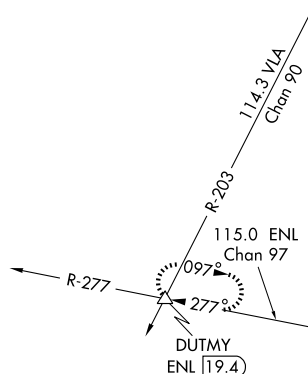
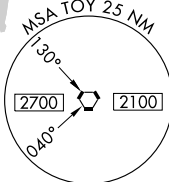
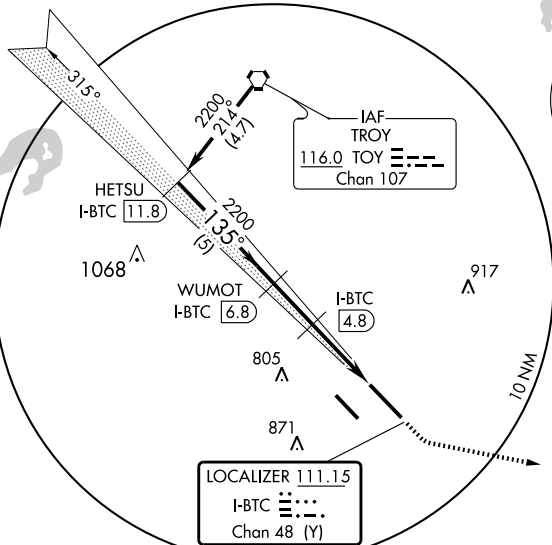
ATIS ★  
**128.7 256.7**

ST LOUIS APP CON  
**125.2 281.5**

SCOTT TOWER  
**128.25 253.5**

GND CON  
**119.2 275.8**

CLNC DEL  
**119.875 263.025**



## DME REQUIRED

Procedure  
Turn  
NA

GS 3.00°  
TCH 55

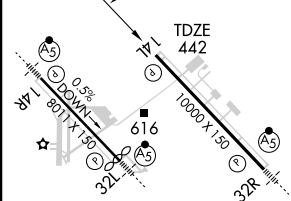
VGSI and ILS  
glidepath not coincident.

\*LOC only

CATEGORY	A	B	C	D	E
S-ILS 14L	642- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )				
S-LOC 14L	900-1 458 (500-1)	900-1 $\frac{1}{4}$ 458 (500-1 $\frac{1}{4}$ )	900-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$ )		
CIRCLING	1000-1 541 (600-1)	1060-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$ )	1240-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$ )	1240-2 $\frac{3}{4}$ 781 (800-2 $\frac{3}{4}$ )	

ELEV **459**

135° 5 NM  
from FAF



REIL Rwy 14L

HIRL Rwy 14R-32L and 14L-32R

LOC I- <u>OXX</u> <b>109.9</b>	APP CRS <b>135°</b>	Rwy Idg TDZE <b>459</b> Apt Elev <b>459</b>
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# ILS or LOC RWY 14R

## BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

**▲** DME from SKE TACAN.  
\*Vis Cat. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR  
**AS**

MISSED APPROACH: Climb to 2000 then via TOY VORTAC R-148 to WOMUG INT and hold.

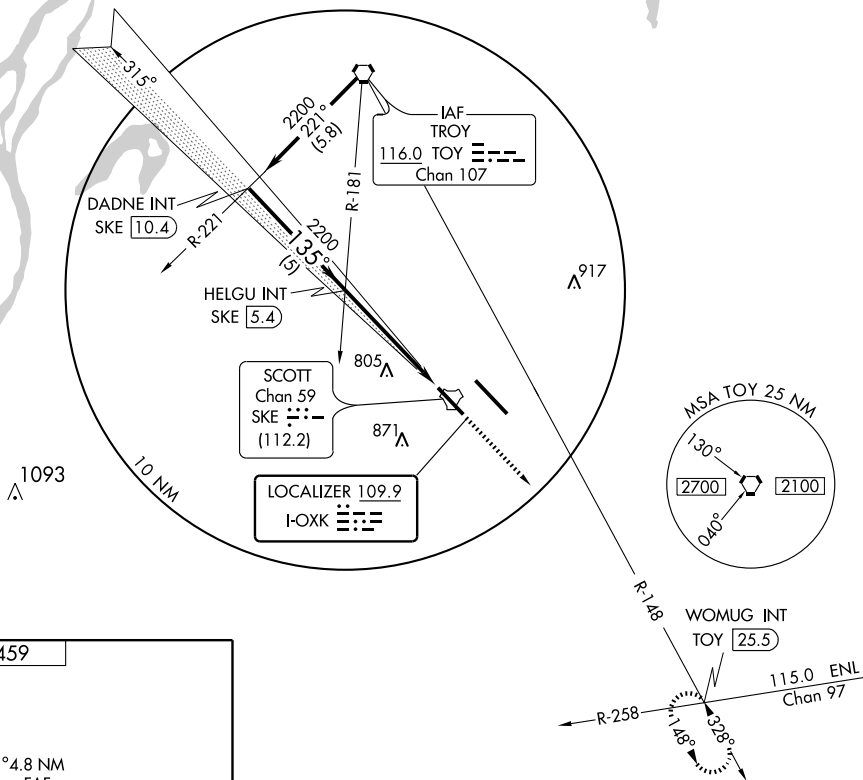
ATIS ★  
**128.7 256.7**

ST LOUIS APP CON  
**125.2 281.5**

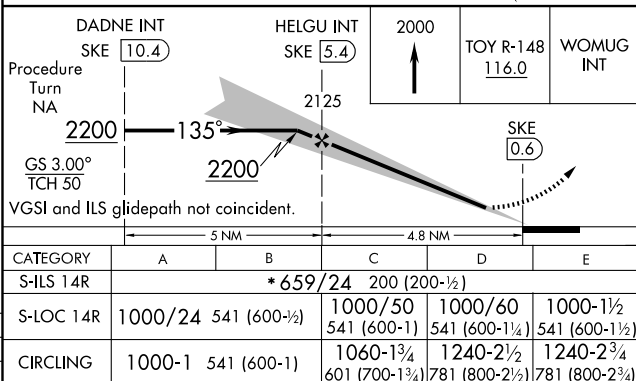
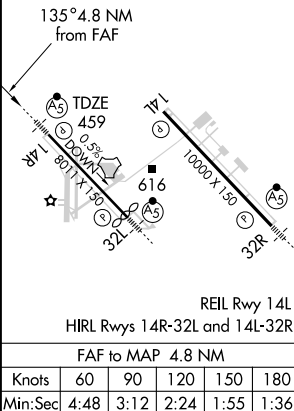
SCOTT TOWER  
**128.25 253.5**

GND CON  
**119.2 275.8**

CLNC DEL  
**119.875 263.025**



ELEV 459





LOC I-JDU <b><u>111.15</u></b>	APP CRS <b>315°</b>	Rwy Idg <b>10000</b> TDZE <b>442</b> Apt Elev <b>459</b>
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ILS or LOC RWY 32R  
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

**A** Procedure not authorized when control tower closed.  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2400 via heading 190° and TOY VORTAC R-144 to EGNOC Int and hold.

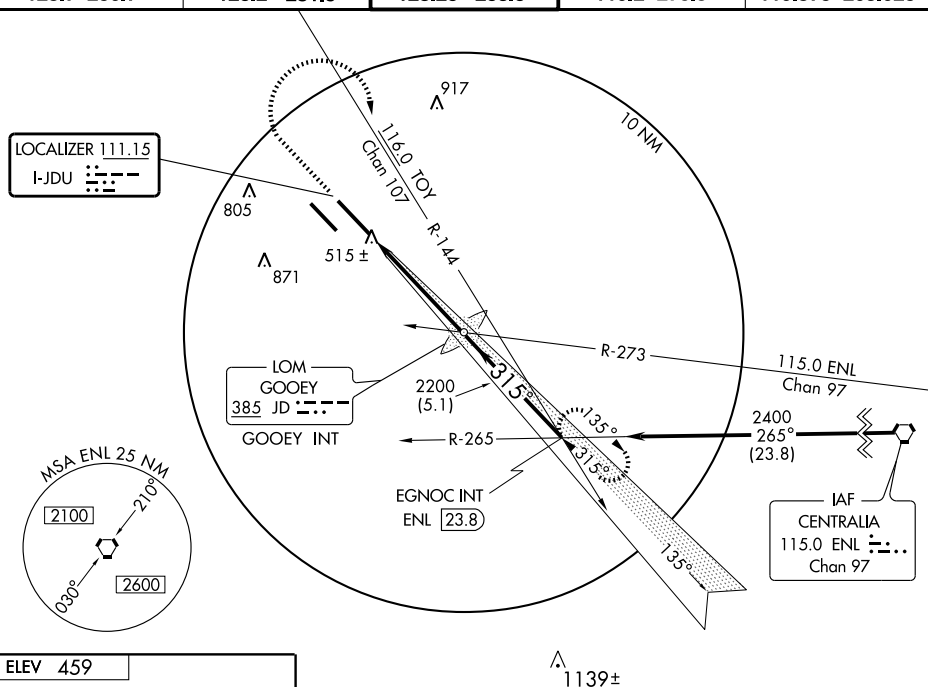
ATIS ★  
128.7 256.7

ST LOUIS APP CON  
125.2 281.5

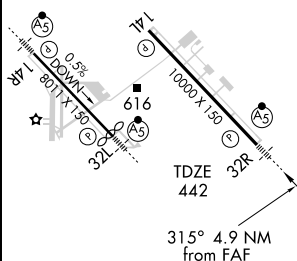
SCOTT TOWER  
128.25 253.5

GND CON  
**119.2 275.8**

CLNC DEL  
**119.875 263.025**



ELEV 459

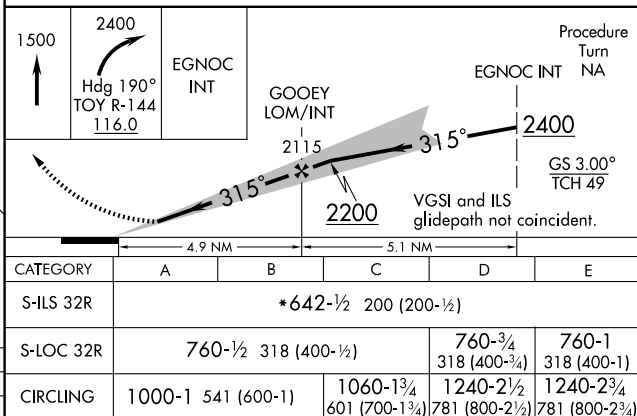


REIL Rwy 14L  
HIRL Rwy 14R-32L and 14L-32R

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

BELLEVILLE, ILLINOIS  
Orig-C 09239



BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

38°33'N - 89°50'W

ILS or LOC RWY 32R

# ILS RWY 32L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

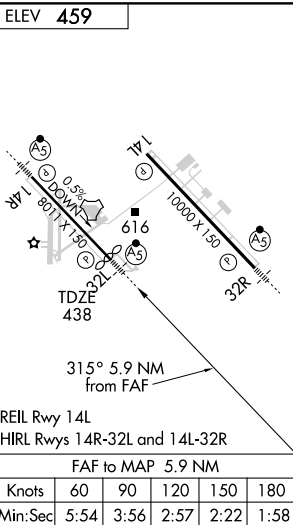
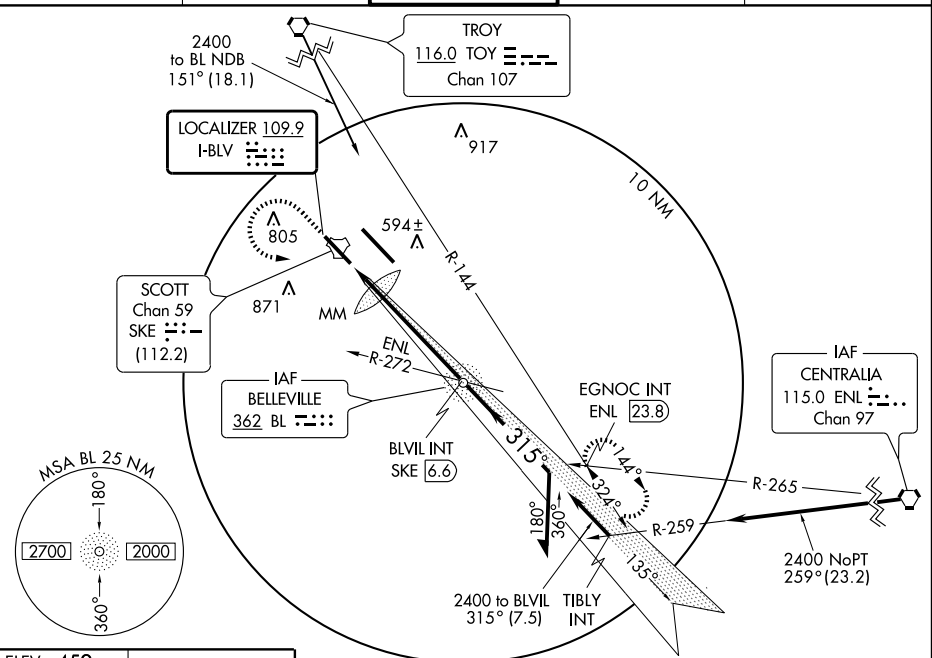
LOC I-BLV <b>109.9</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>7801</b> <b>438</b> <b>459</b>
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**▲** Procedure turn not authorized for Cat. E aircraft.  
Inoperative table does not apply.  
Procedure not authorized when control tower closed.



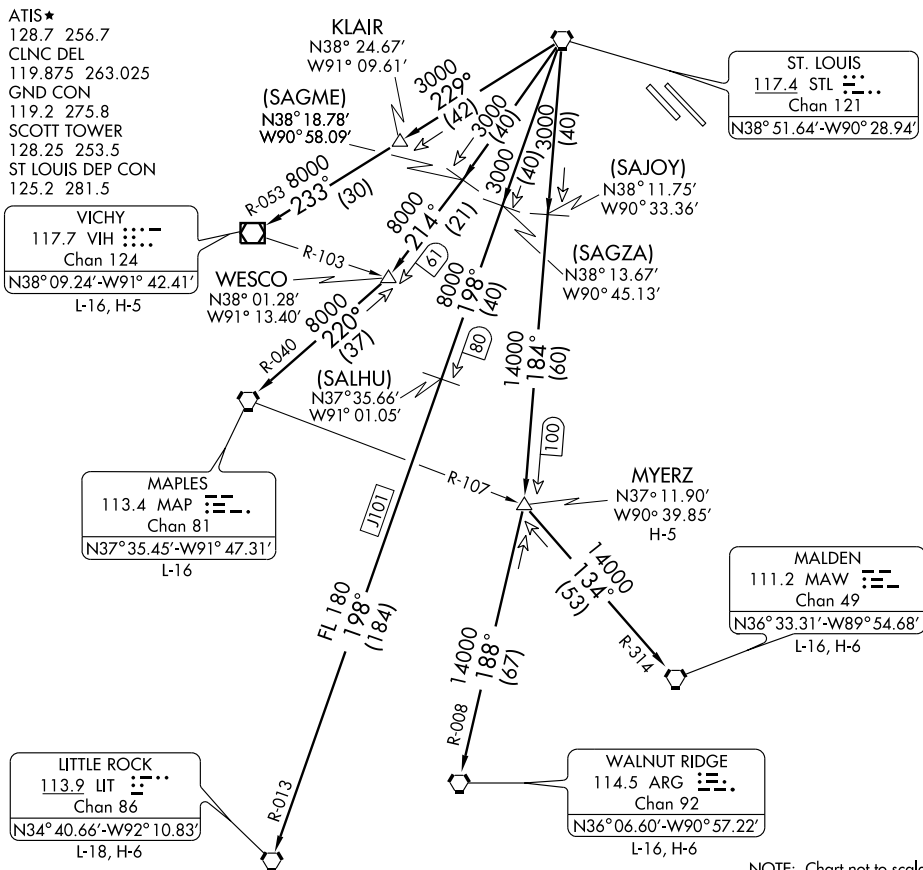
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 via TOY R-144 to EGNOC Int and hold.

ATIS ★ <b>128.7 256.7</b>	ST LOUIS APP CON <b>125.2 281.5</b>	SCOTT TOWER <b>128.25 253.5</b>	GND CON <b>119.2 275.8</b>	CLNC DEL <b>119.875 263.025</b>
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ELEV <b>459</b>	1500	2400	EGNOC INT	NDB	Remain within 10 NM
	TOY R-144 116.0		BLVIL INT SKE 6.6	2388	135°
	SKE 0.7	MM	2400	2400	315°
	0.5	5.4 NM			GS 3.00° TCH 57
CATEGORY	A	B	C	D	E
S-ILS 32L	638/40 200 (200-¾)				
S-LOC 32L	860/50	422 (500-1)	860/60	422 (500-1¼)	860-1½ 422 (500-1½)
CIRCLING	960-1	501 (600-1)	1020-1¾ 561 (600-1¾)	1140-2¼ 681 (700-2¼)	1240-2¾ 781 (800-2¾)

## LINDBERGH TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**LITTLE ROCK TRANSITION (LINDY2.LIT):** From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

**MALDEN TRANSITION (LINDY2.MAW):** From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

**MAPLES TRANSITION (LINDY2.MAP):** From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

**MYERZ TRANSITION (LINDY2.MYERZ):** From over STL VORTAC via STL R-184 to MYERZ INT.

**VICHY TRANSITION (LINDY2.VIH):** From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

**WALNUT RIDGE TRANSITION (LINDY2.ARG):** From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

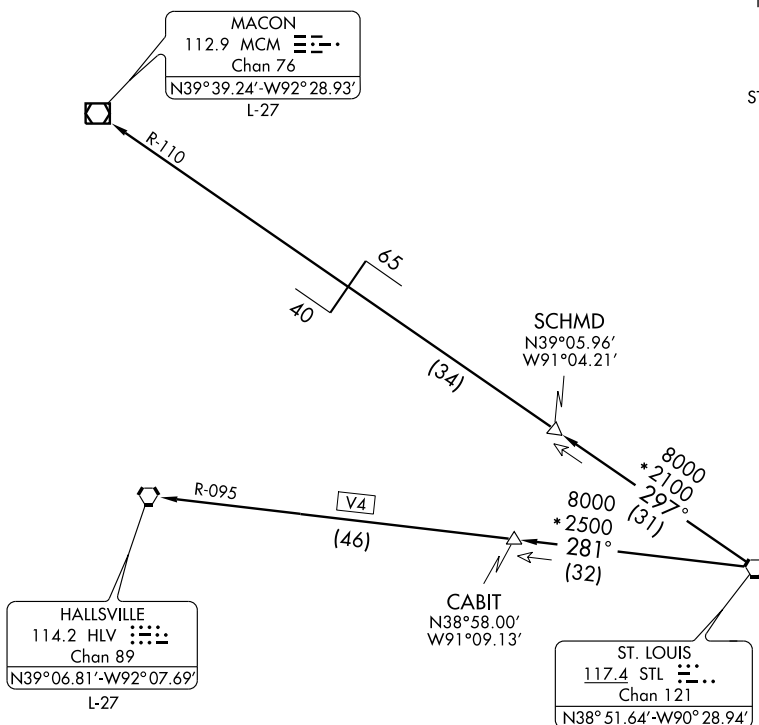
(OZARK3.STL) 09183

SL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

## OZARK THREE DEPARTURE

BELLEVILLE, ILLINOIS



ATIS ★  
128.7 256.7  
CLNC DEL  
119.875 263.025  
GND CON  
119.2 275.8  
SCOTT TOWER  
128.25 253.5  
ST LOUIS DEP CON  
125.2 281.5

TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**HALLSVILLE TRANSITION (OZARK3.HLV):** From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

**MACON TRANSITION (OZARK3.MCM):** From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

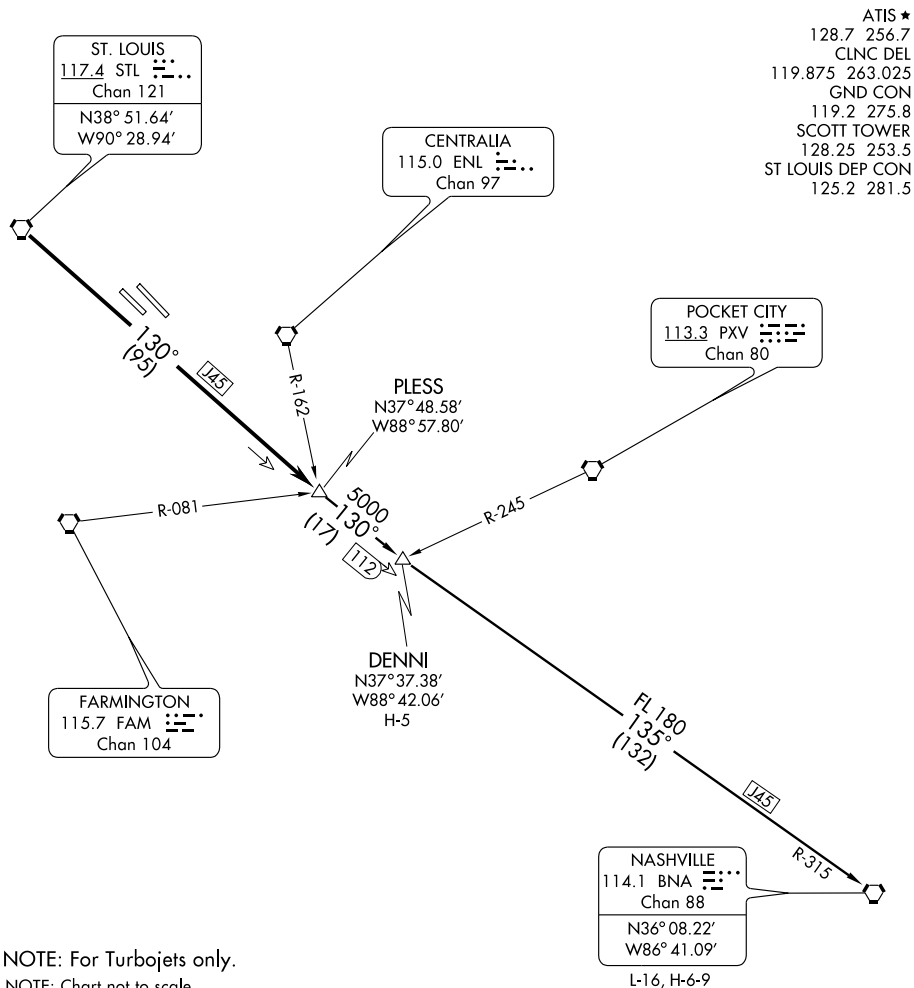
## OZARK THREE DEPARTURE

(OZARK3.STL) 09183

BELLEVILLE, ILLINOIS  
BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

WAAS CH <b>58218</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg <b>10000</b> TDZE <b>442</b> Apt Elev <b>459</b>
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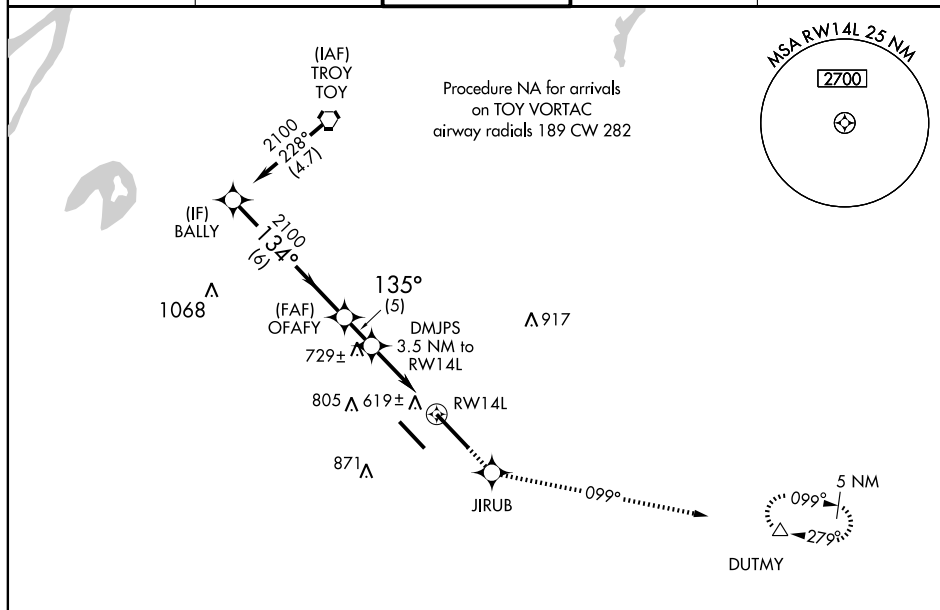
# RNAV (GPS) RWY 14L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2300 direct JIRUB and on track 099° to DUTMY and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
<b>128.7 256.7</b>	<b>125.2 281.5</b>	<b>128.25 253.5</b>	<b>119.2 275.8</b>	<b>119,875 263,025</b>



VGSI and RNAV glidepath not coincident.		2300 ↑		JIRUB ✦	tr 099°	DUTMY △	ELEV 459
BALLY		OFAFY 2100	DMJPS 3.5 NM to RW14L	*LNAV only			
2100 Procedure Turn NA GS 3.00° TCH 55		2100	135°	*1.2 NM to RW14L	RW14L		
6 NM		1.5 NM	2.3 NM	1.2			
CATEGORY	A		B	C	D		
LPV DA	642/40 200 (200-¾)						
LNAV/ VNAV DA	934-1¾ 492 (500-1¾)						
LNAV MDA	900/50 458 (500-1)		900/60 458 (500-1½)		900-1½ 458 (500-1½)		
CIRCLING	1000-1 541 (600-1)		1060-1 601 (700-1)		1060-1¾ 601 (700-1¾) 1240-2½ 781 (800-2½)		

135° to  
RW14L

TDZE  
442

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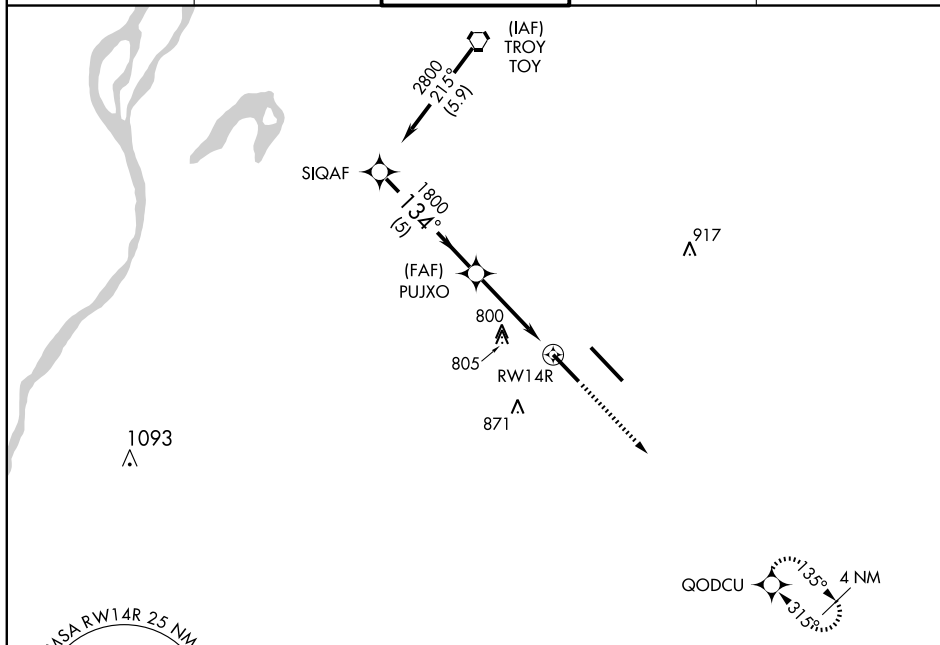
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APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>8011</b> <b>459</b> <b>459</b>
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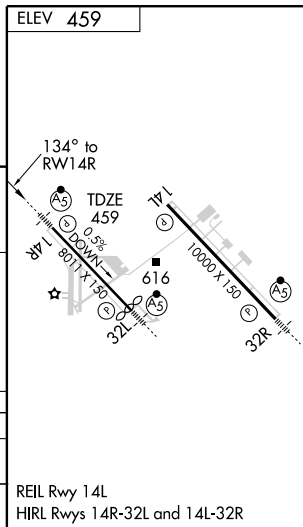
# RNAV (GPS) RWY 14R

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

<b>NA</b> Procedure not authorized when control tower closed. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 3000 direct QODCU WP and hold.	
<b>ATIS ★</b> <b>128.7 256.7</b>	<b>ST LOUIS APP CON</b> <b>125.2 281.5</b>	<b>SCOTT TOWER</b> <b>128.25 253.5</b>	<b>GND CON</b> <b>119.2 275.8</b>	<b>CLNC DEL</b> <b>119.875 263.025</b>




<b>SIQAF</b> 2800 Procedure Turn NA		<b>PUJXO</b> 1800 1.6 NM to RW14R		<b>3000</b> ↑ <b>QODCU</b>
5 NM		2.4 NM	1.6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1060/24 601 (700-½)	1060/60 601 (700-1¼)	1060-1½ 601 (700-1½)	1060-1½ 601 (700-1½)
CIRCLING	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2½ 781 (800-2½)



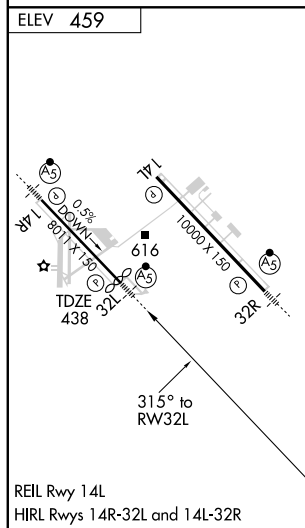
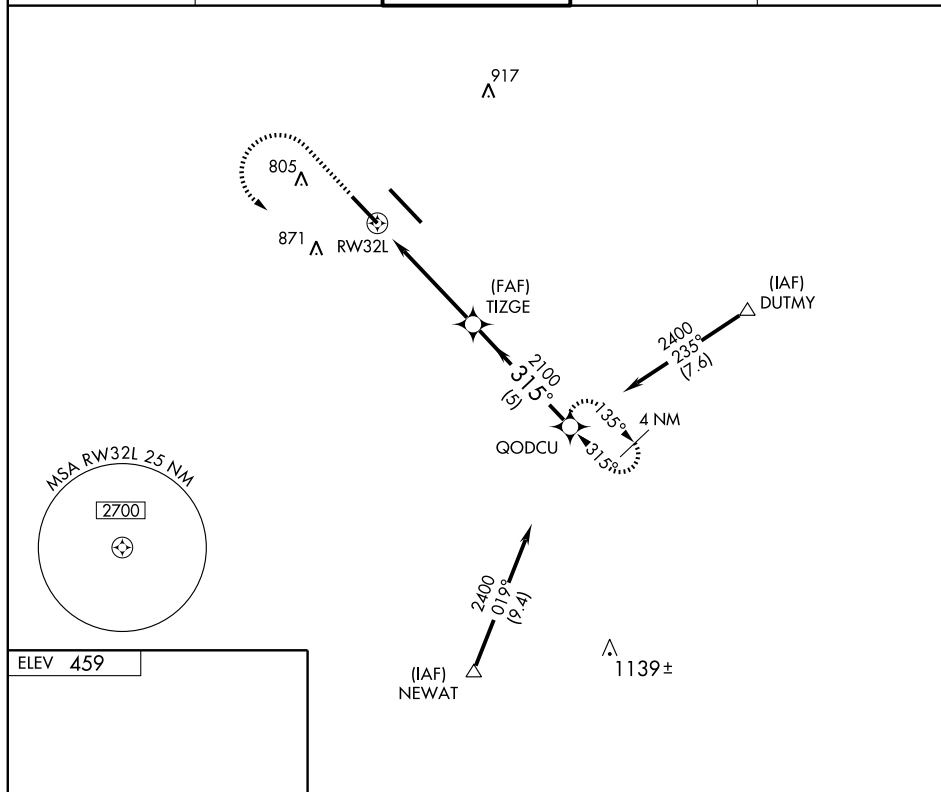
APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>7801</b> <b>438</b> <b>459</b>
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# RNAV (GPS) RWY 32L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

<b>NA</b> Procedure not authorized when control tower closed. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU WP and hold.
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ATIS ★ <b>128.7 256.7</b>	ST LOUIS APP CON <b>125.2 281.5</b>	SCOTT TOWER <b>128.25 253.5</b>	GND CON <b>119.2 275.8</b>	CLNC DEL <b>119.875 263.025</b>
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1500

↑

2400

↖

QODCU

✦

1.3 NM

↔

3.7 NM

↔

5 NM

↔

1.3 NM to RW32L

↓

3.03°

TCH 55

315°

↗

QODCU

2400

Procedure Turn NA

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
LNAV MDA	920/24 482 (500-½)		920/40 482 (500-¾)	920/50 482 (500-1)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)



WAAS CH <b>50518</b> <b>W32A</b>	APP CRS <b>315°</b>	Rwy Idg <b>10000</b> TDZE <b>442</b> Apt Elev <b>459</b>
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# RNAV (GPS) RWY 32R

BELLEVI/SCOTT AFB/MIDAMERICA (BLV)

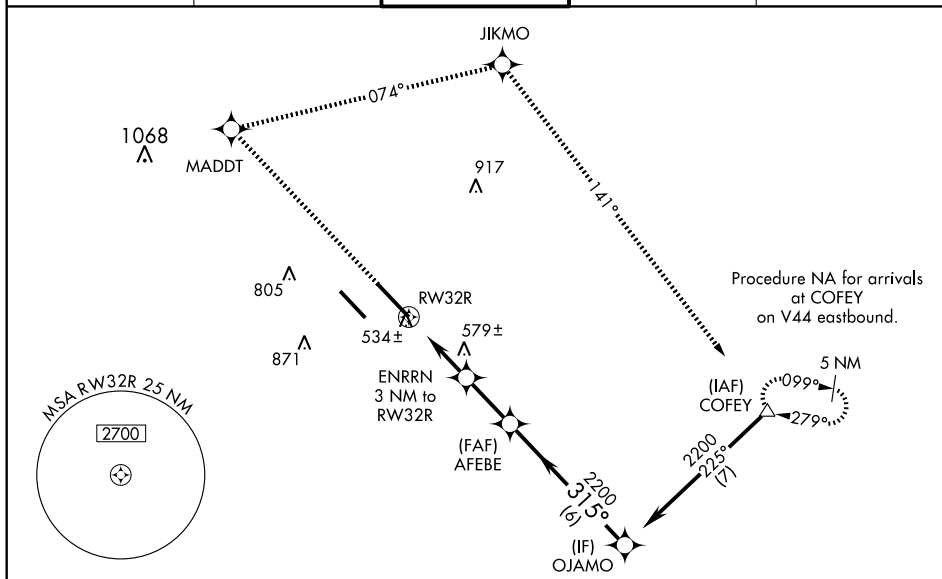
**V** For inoperative MALS, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0,3 NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile.

## MALS



**MISSED APPROACH:** Climb to 2300 direct MADDT and right turn on track 074° to JIKMO and on track 141° to COFEY and hold.

ATIS ★ <b>128.7 256.7</b>	ST LOUIS APP CON <b>125.2 281.5</b>	SCOTT TOWER <b>128.25 253.5</b>	GND CON <b>119.2 275.8</b>	CLNC DEL <b>119.875 263.025</b>
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ELEV 459	2300	MADDT	JIKMO	COFEY	VGSI and RNAV glidepath not coincident.
	↑	✧	tr 074°	tr 141°	△
	*LNAV only				
		ENRRN 3 NM to RW32R	AFEBE 2200	OJAMO	
		*1 NM to RW32R	2200	2200	Procedure Turn NA
		RW32R	*1460		GS 3.00°
		1 NM	2 NM	2.3 NM	TCH 55
	CATEGORY	A	B	C	D
	LPV DA	642-1½ 200 (200-½)			
	LNAV/VNAV DA	804-¾ 362 (400-¾)			
	LNAV MDA	840-½ 398 (400-½)			840-1 398 (400-1)
	CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L

HIRL Rws 14R-32L and 14L-32R

BELLEVILLE, ILLINOIS

Orig 29JUL10

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

38°33'N - 89°50'W

RNAV (GPS) RWY 32R

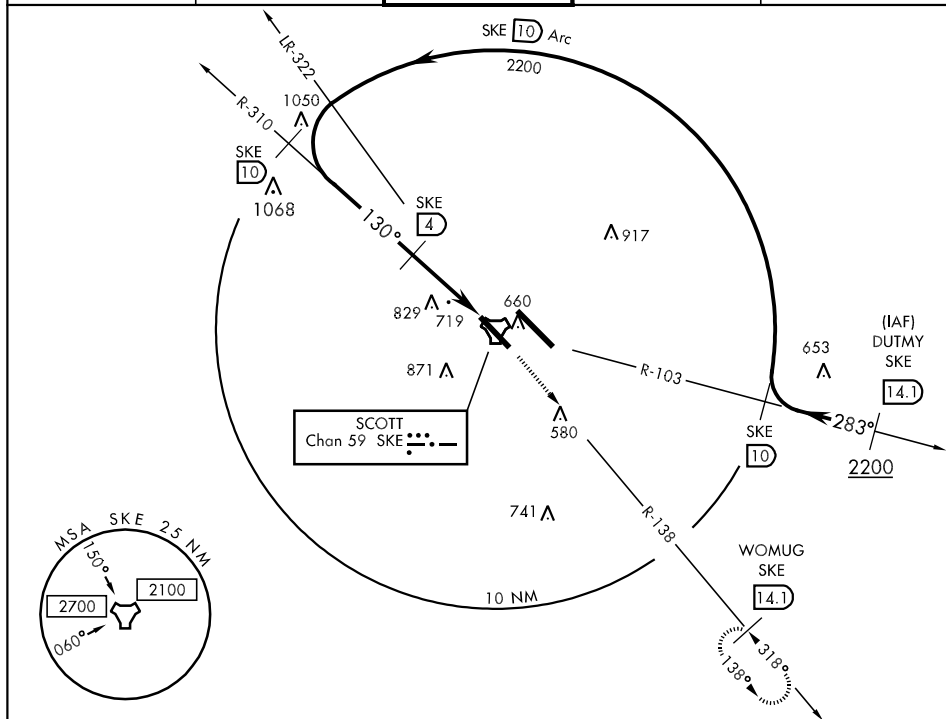
TACAN SKE Chan <b>59</b>	APCH CRS <b>130°</b>	Rwy Idg <b>8011</b> TDZE <b>459</b> Arpt Elev <b>459</b>	AL-46 [USAF]	<b>TACAN RWY 14R</b> BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)
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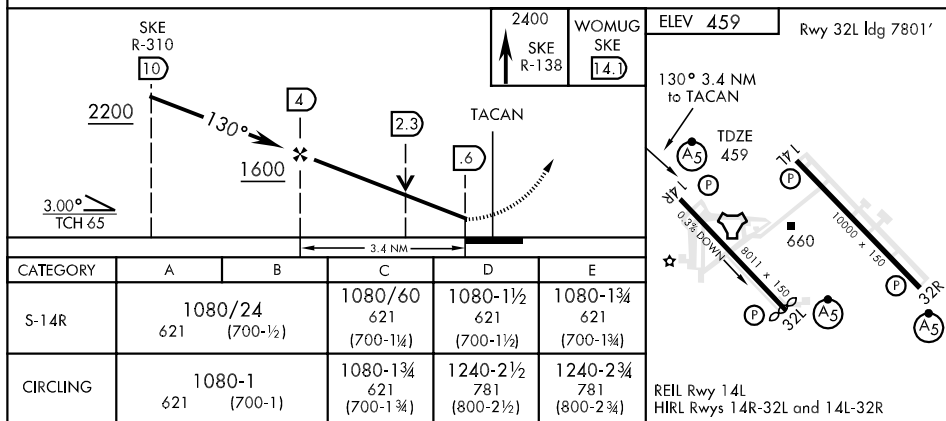
MALSR  
A5

**MISSED APPROACH:** Climb to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

<p>ATIS ★</p> <p>128.7 256.7</p>	<p>ST LOUIS APP CON</p> <p>125.2 281.5</p>	<p>SCOTT TOWER</p> <p>128.25 253.5</p>	<p>GND CON</p> <p>119.2 275.8</p>	<p>CLNC DEL</p> <p>119.875 263.025</p>
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EMERG SAFE ALT 100 NM 3500





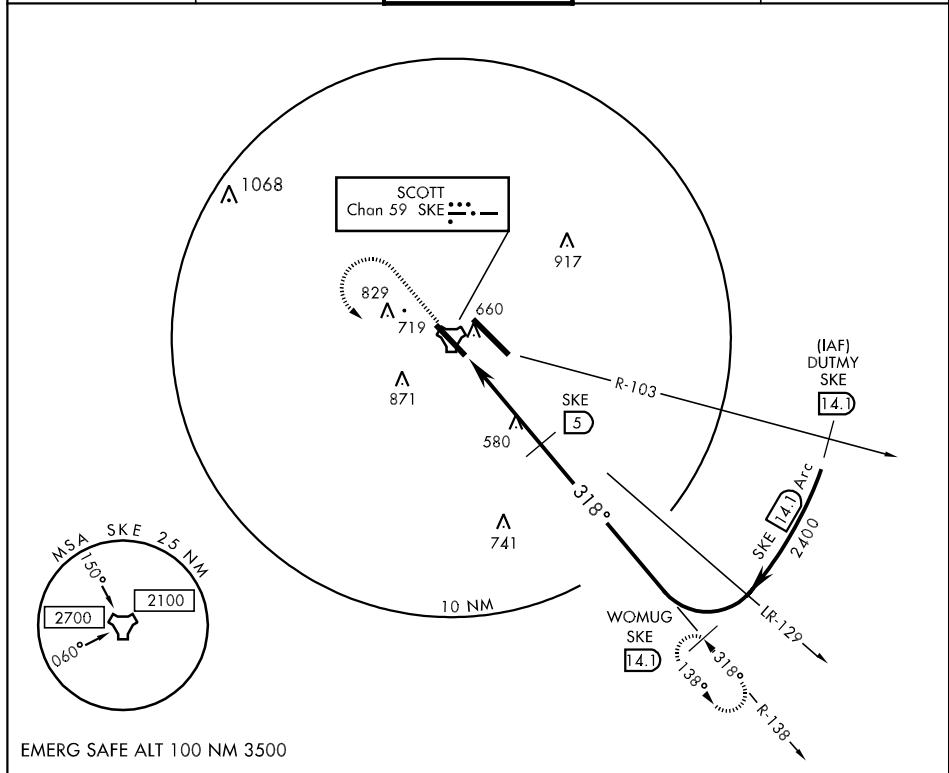
TACAN SKE Chan 59	APCH CRS 318°	Rwy Idg TDZE Arprt Elev	7801 438 459
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AL-46 [USAF]


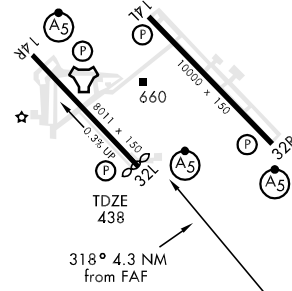
BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

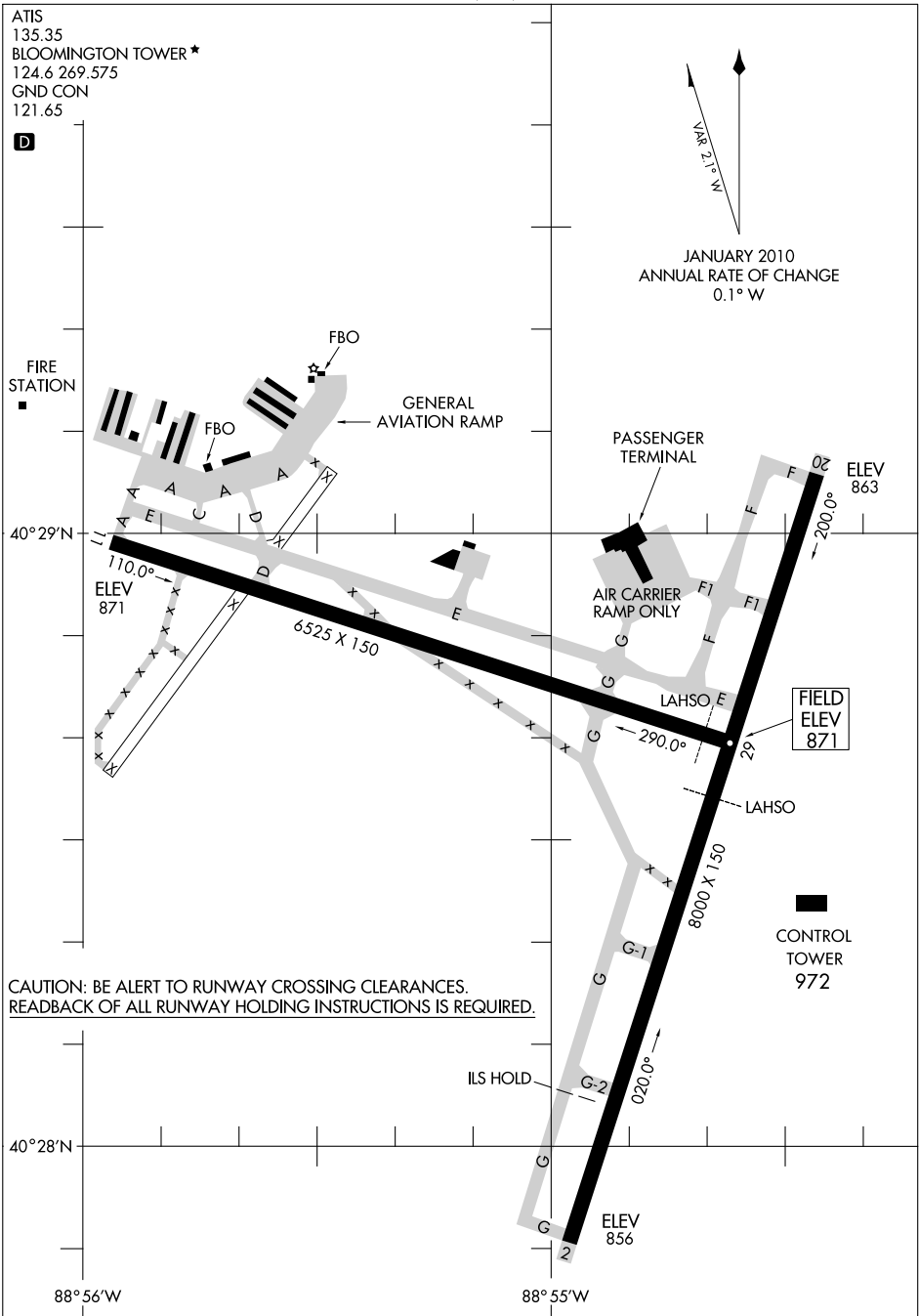
TACAN RWY 32L

				MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.					
ATIS ★ 128.7 256.7		ST LOUIS APP CON 125.2 281.5		SCOTT TOWER 128.25 253.5		GND CON 119.2 275.8		CLNC DEL 119.875 263.025	



EMERG SAFE ALT 100 NM 3500

1500 ↑ 2400 SKE R-138		WOMUG SKE 14.1		WOMUG R-138 14.1		2400		ELEV 459	
		1.3 1800		5 318°		2.83° TCH 72			
4.3 NM									
CATEGORY	A	B	C	D	E				
S-32L	920/24 482 (500-½)		920/40 482 (500-¾)	920/50 482 (500-1)	920/60 482 (500-1¼)				
CIRCLING	1000-1 541 (600-1)		1060-1 601 (700-1)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)				
						Rwy 32L Idg 7801' REIL Rwy 14L HIRL Rwy 14R-32L and 14L-32R			



**BLOOMINGTON/NORMAL****CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON—NORMAL** (BMI) 3 E UTC-6(-5DT)**CHICAGO****H-5E, L-27C****IAP, AD**

N40°28.63' W88°54.96'

871 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index B

NOTAM FILE BMI

**RWY 02-20:** H8000X150 (CONC-GRVD) S-75, D-150, 2S-175,  
2D-300 HIRL CL

**RWY 02:** MALSR. PAPI(P4R)—GA 3.0° TCH 50'.**RWY 20:** ALSF2. TDZL. P-line.

**RWY 11-29:** H6525X150 (ASPH-CONC-GRVD) S-75, D-105,  
2S-175, 2D-300 HIRL

**RWY 11:** VASI(V4R)—GA 3.0° TCH 43'.**RWY 29:** MALSR.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 02</b>	11-29	4600
<b>RWY 11</b>	02-20	6200

**RUNWAY DECLARED DISTANCE INFORMATION**

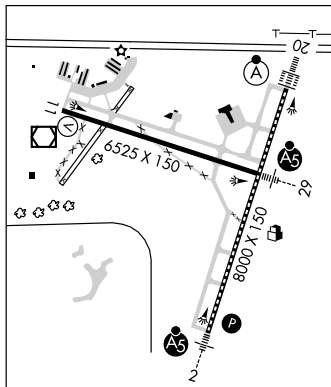
<b>RWY 02:</b>	TORA-8000	TODA-8000	ASDA-8000	LDA-8000
<b>RWY 11:</b>	TORA-6525	TODA-6525	ASDA-6525	LDA-6525
<b>RWY 20:</b>	TORA-8000	TODA-8000	ASDA-8000	LDA-8000
<b>RWY 29:</b>	TORA-6525	TODA-6525	ASDA-6525	LDA-6525

**AIRPORT REMARKS:** Attended 1200-0500Z±. Birds and deer on and in/ovf

arpt. Snow removal ops in progress winter months; equipment ops will be monitoring CTAF when twr closed. SE end of Rwy 29 565' conc, remaining 5960' asph. 48 hr PPR for unscheduled air carrier ops with more than 30 passengers seats call arpt manager 309-663-7383. Rwy 02 touchdown, midfield and rollout rwy visual range avbl. Rwy 20 touchdown, midfield and rollout rwy visual range avbl. Rwy 29 touchdown rwy visual range avbl. Rwy 20 ALSF2 operates as SSALR when twr clsd. Acft ldg/departing Bloomington should announce intentions on CTAF when twr clsd. ACTIVATE HIRL Rwy 11-29, HIRL Rwy 02-20, CL 02-20, TDZL Rwy 20, MALSR Rwy 02 and Rwy 29, and PAPI Rwy 02—CTAF. ALSF only avbl when twr open.

**WEATHER DATA SOURCES:** ASOS 135.35 (309) 661-9478. LAWRS.**COMMUNICATIONS:** CTAF 124.6 ATIS 135.35 UNICOM 122.95**BLOOMINGTON RCO** 123.6R 108.2T (KANKAKEE RADIO)**(R) PEORIA APP/DEP CON** 128.725**BLOOMINGTON TOWER** 124.6 (1200-0400Z±). **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BMI.**BLOOMINGTON (L) VOR/DME** 108.2 BMI Chan 19 N40°28.85' W88°55.88' at fld. 882/3E.**EGROW NDB (LOM)** 334 LH N40°33.62' W88°52.48' 201° 5.3 NM to fld.**ILS/DME** 111.9 I-LHJ Chan 56. Rwy 20. **LOM EGROW NDB.** Unmonitored when twr is clsd. Category

II ILS is not avbl when twr clsd.

**ILS** 108.3 I-BMI Rwy 29. Unmonitored when twr is clsd. **LOC BC** unusable byd 15 NM.**ILS/DME** 111.9 I-TXN Chan 56. Rwy 02. Unmonitored when twr clsd.

LOC/DME I-TXN  
**111.9**  
Chan **56**

APP CRS  
**018°**

Rwy Idg  
TDZE **867**  
Apt Elev **872**

BLOOMINGTON/  
NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

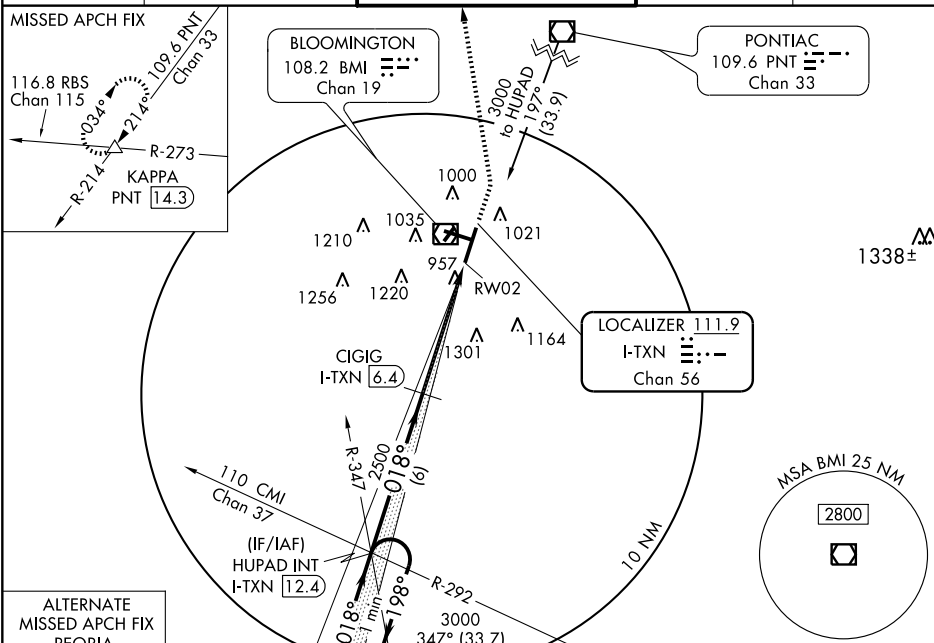
**ILS or LOC/DME RWY 2**

▼ If local altimeter setting not received, use General  
Downing-Peoria Intl altimeter setting and increase  
all DAs/MDAs 120 feet. VDP NA when using  
General Downing-Peoria Intl altimeter setting.

MALSR  
A5

MISSED APPROACH: Climb to 1400, then climbing left  
turn to 3000 via heading 330° and PNT VOR/DME  
R-214 to KAPPA Int/PNT 14.3 DME and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 0 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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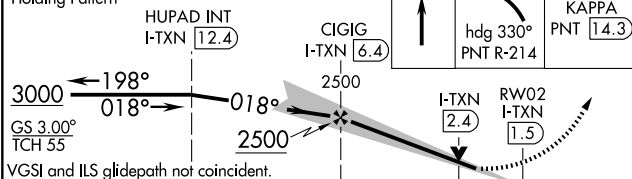
ALTERNATE  
MISSED APCH FIX  
PEORIA  
115.2 PIA  
Chan 99

R-275

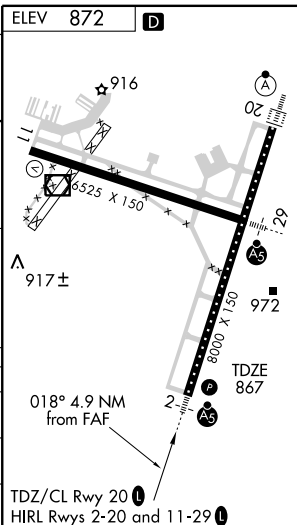
095°

275°

One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-ILS 2	1067-3/4 200 (200-3/4)			
S-LOC 2	1220-1 353 (400-1)			1220-1 1/4 353 (400-1 1/4)
CIRCLING	1340-1 468 (500-1)		1340-1 1/2 468 (500-1 1/2)	1520-2 648 (700-2)



LOC/DME I-LHJ <b>111.9</b> Chan <b>56</b>	APP CRS <b>198°</b>	Rwy Idg TDZE <b>871</b> Apt Elev <b>872</b>
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# BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

## ILS or LOC RWY 20

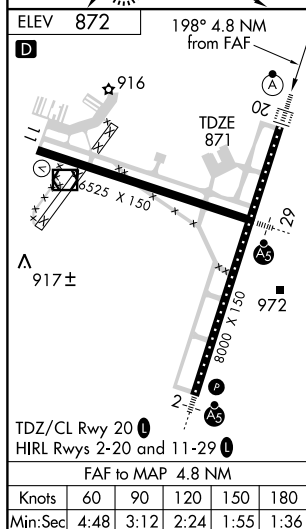
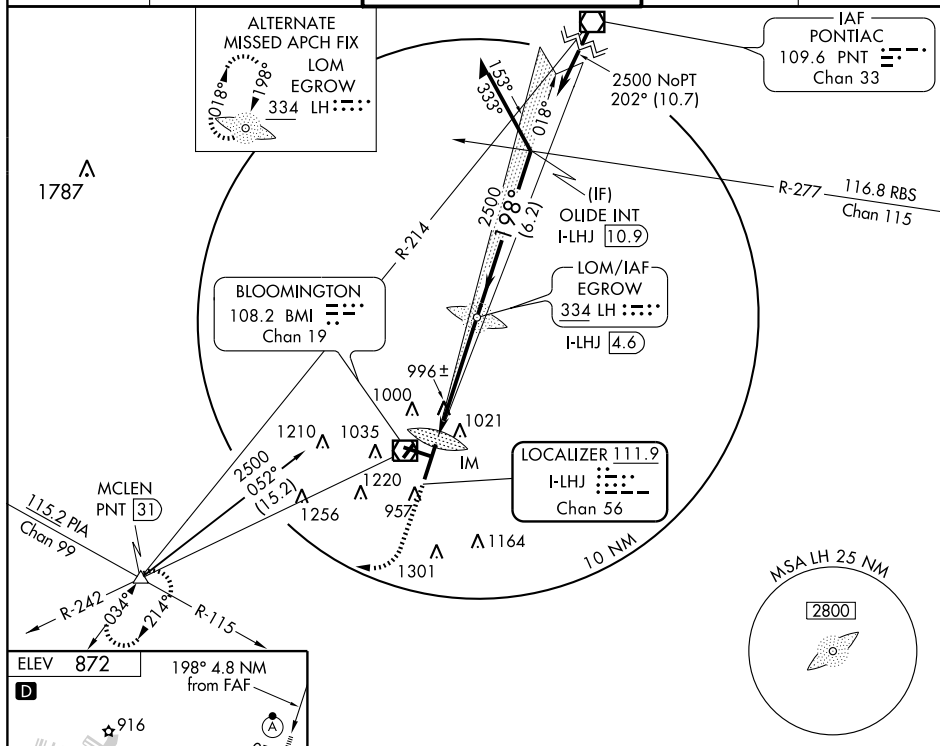
**▼** If local altimeter setting not received, use General Downing-  
**▲** Peoria Intl altimeter setting and increase all DAs/MDAs 120 feet.  
 VDP NA when using General Downing-Peoria Intl altimeter setting.

ALSIF-2



**MISSED APPROACH:** Climb to 1500, then  
 climbing right turn to 3000 via heading  
 270° and PNT VOR/DME R-214 to  
 MCLEN Int/PNT 31 DME and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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1500 ↑	3000 hdg 270° PNT R-214	MCLEN △					
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BLOOMINGTON/NORMAL, ILLINOIS

Amdt 3 10154

40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

BLOOMINGTON/NORMAL /

ILS or LOC RWY 20

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-BMI	APP CRS	Rwy Idg	<b>6525</b>
<b><u>108.3</u></b>	<b>288°</b>	TDZE	<b>871</b>
		Apt Elev	<b>871</b>

BLOOMINGTON/  
NORMAL /  
CENTRAL IL RGN

ILS or LOC RWY 29  
BLOOMINGTON-NORMAL (BMI)

**T** When local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. For inoperative **A** MALSR, increase S-LOC-29 Cat. D visibility to RVR 5000.  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



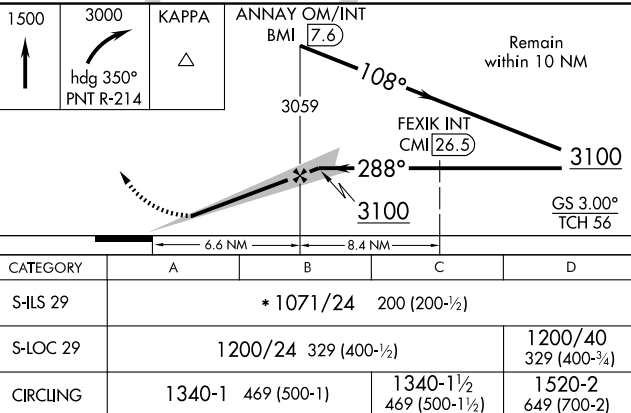
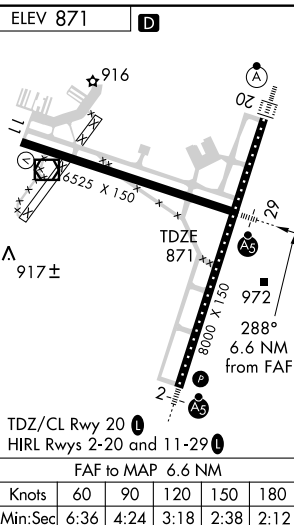
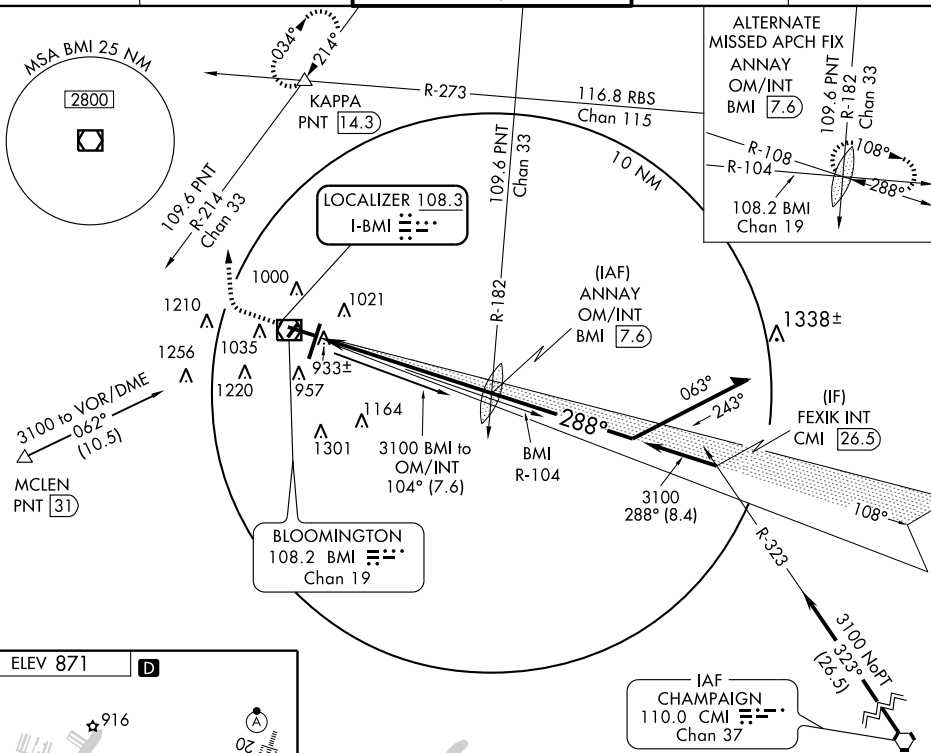
**MISSED APPROACH:** Climb to 1500, then climbing right turn to 3000 via heading 350° and PNT R-214 to KAPPA Int/PNT 14.3 DME and hold.

ATIS  
**135.35**

PEORIA APP CON  
128.725 256.9

BLOOMINGTON TOWER ★  
124.6 (CTAF) L 269.575

GND CON  
**121.65**

UNICOM  
122.95

BLOOMINGTON/NORMAL, ILLINOIS

Amdt 9A 10154

40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

BLOOMINGTON/NORMAL /

ILS or LOC RWY 29



LOC/DME I-LHJ <b>111.9</b> Chan <b>56</b>	APP CRS <b>198°</b>	Rwy Idg TDZE <b>871</b> Apt Elev <b>872</b>
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BLOOMINGTON/NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

**ILS RWY 20 (CAT II)**

▼ If local altimeter setting not received, use  
▲ General Downing-Peoria Intl altimeter setting  
and increase all DAs/MDAs 120 feet.

ALSf-2



MISSED APPROACH: Climb to 1500, then climbing  
right turn to 3000 via heading 270° and PNT  
VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS  
**135.35**

PEORIA APP CON  
**128.725 256.9**

BLOOMINGTON TOWER ★  
**124.6 (CTAF) 269.575**

GND CON  
**121.65**

UNICOM  
**122.95**

ALTERNATE  
MISSED APCH FIX  
LOM  
EGROW  
334 LH ::::

IAF  
PONTIAC  
109.6 PNT  
Chan 33

2500 NoPT  
202° (10.7)

▲  
1787

BLOOMINGTON  
108.2 BMI  
Chan 19

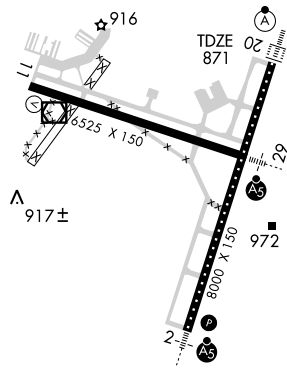
(IF)  
OLIDE INT  
I-LHJ **10.9**  
LOM/IAF  
EGROW  
334 LH ::::  
I-LHJ **4.6**

LOCALIZER **111.9**  
I-LHJ  
Chan 56

R-277 116.8 RBS  
Chan 115

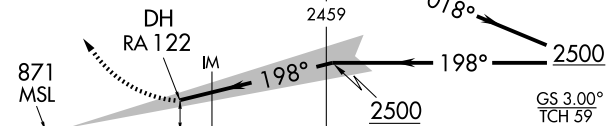
MCLEN  
PNT **31**  
115.2 PIA  
Chan 99  
R-242 034°  
R-115 214°

ELEV **872**



1500  
3000  
MCLEN  
↑  
hdg 270°  
PNT R-214

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-ILS-20	RA 122/12	100	DA 971	

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC I-BMI <b>108.3</b>	APP CRS <b>108°</b>	Rwy Idg TDZE Apt Elev	<b>6525</b> <b>871</b> <b>871</b>
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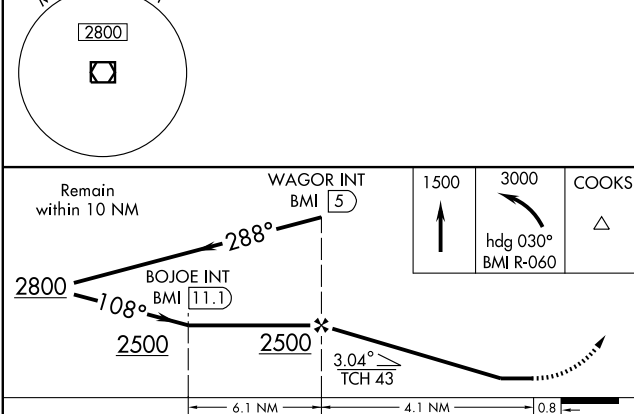
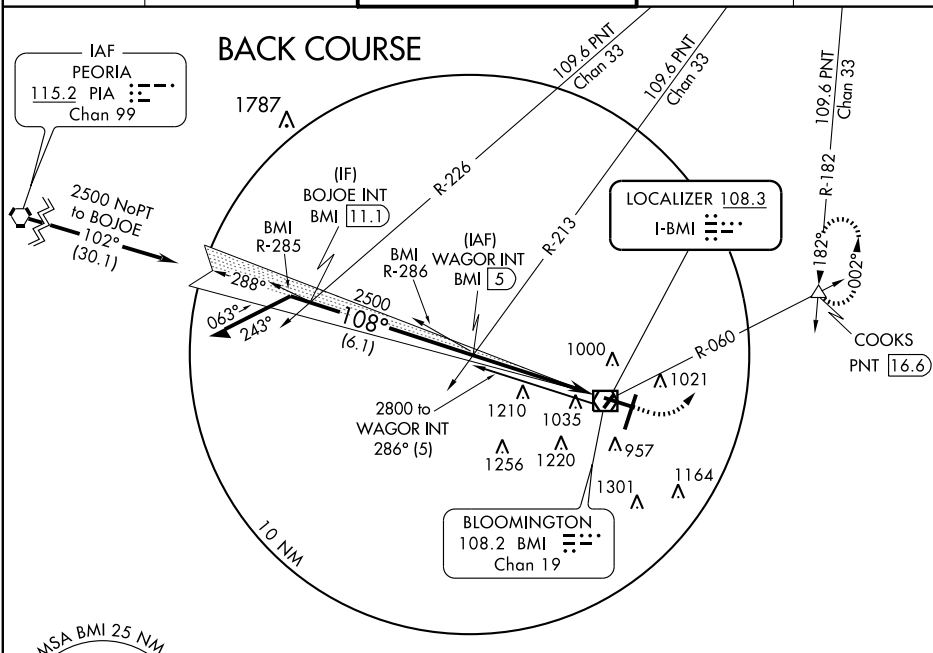
BLOOMINGTON/NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

**LOC BC RWY 11**

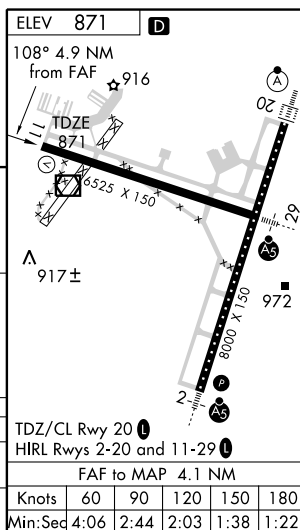
- ▼ When local altimeter setting not received, use Logan  
▲ County altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 030° and BMI VOR/DME R-060 to COOKS Int/PNT 16.6 DME and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 0 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-11	1200-1 329 (400-1)			
CIRCLING	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1520-2 649 (700-2)	



WAAS CH <b>56303</b> <b>W02A</b>	APP CRS <b>018°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>867</b> <b>872</b>
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BLOOMINGTON/  
NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

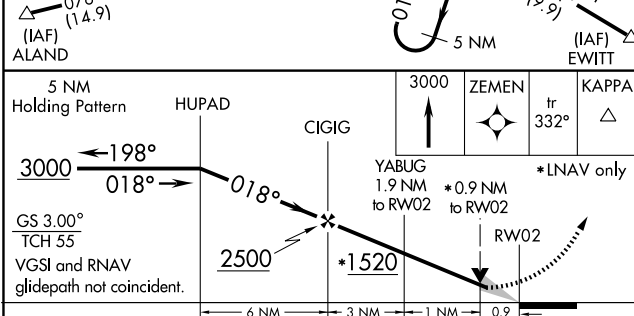
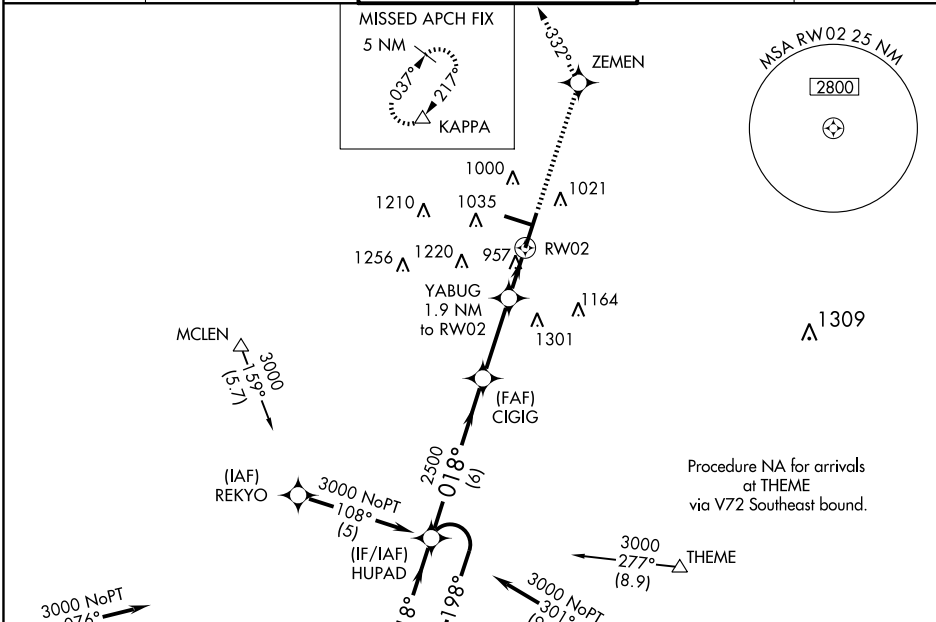
# RNAV (GPS) RWY 2

When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA/MDA 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).  
DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting.

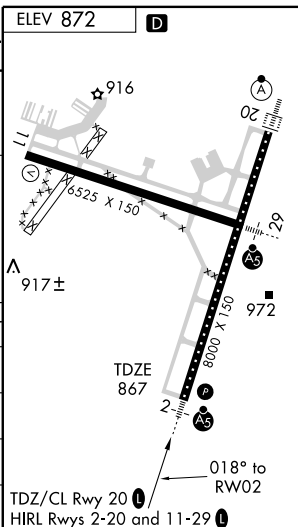


MISSED APPROACH: Climb to 3000 direct ZEMEN and on track 332° to KAPPA and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 0 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1214-1¼	347 (400-1¼)		
LNAV/VNAV DA	1251-1¼	384 (400-1¼)		
LNAV MDA	1220-1	353 (400-1)	1220-1¼ 353 (400-1¼)	
CIRCLING	1340-1	468 (500-1)	1340-1½ 468 (500-1½)	1520-2 648 (700-2)



WAAS CH <b>97617</b> <b>W11A</b>	APP CRS <b>108°</b>	Rwy Idg <b>6525</b> TDZE <b>871</b> Apt Elev <b>871</b>
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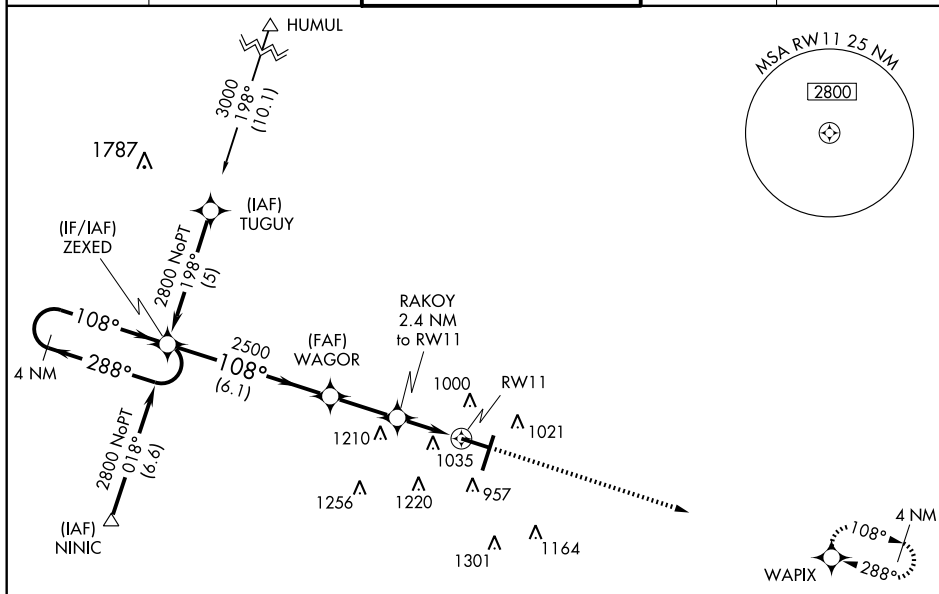
BLOOMINGTON/  
NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

**RNAV (GPS) RWY 11**  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

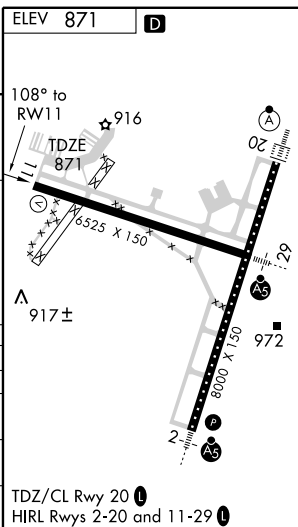
▼ Baro-VNAV NA when using Peoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.  
▲ VDP NA with Peoria altimeter setting. When local altimeter setting not received, use Peoria altimeter setting and increase all DA 116 feet and all MDA 120 feet; increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile; LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH:  
Climb to 3100 direct  
WAPIX and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 0 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern ZEXED		3100 WAPIX	
2800 ← 288° 108° →		WAGOR 2500	
GS 3.00° TCH 43		RAKOY 2.4 NM to RW11	
2500		*1.2 NM to RW11	
6.1 NM		*1680	
2.5 NM		*LNAV only	
1.2 NM		RW11	
1.2 NM			
CATEGORY	A	B	C
LPV DA	1121-3¼ 250 (300-¾)		
LNAV/VNAV DA	1341-1¾ 470 (500-1¾)		
LNAV MDA	1280-1	409 (500-1)	1280-1¼ 409 (500-1¼)
CIRCLING	1340-1	469 (500-1)	1340-1½ 469 (500-1½) 1520-2 649 (700-2)
BLOOMINGTON/NORMAL, ILLINOIS		CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)	
Amdt 1 03JUN10		BLOOMINGTON/NORMAL /	
40°29'N - 88°55'W		<b>RNAV (GPS) RWY 11</b>	



WAAS CH <b>99303</b> <b>W20A</b>	APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>871</b> <b>871</b>
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BLOOMINGTON/  
NORMAL /  
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

# RNAV (GPS) RWY 20

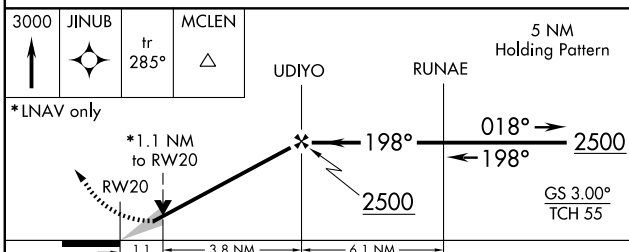
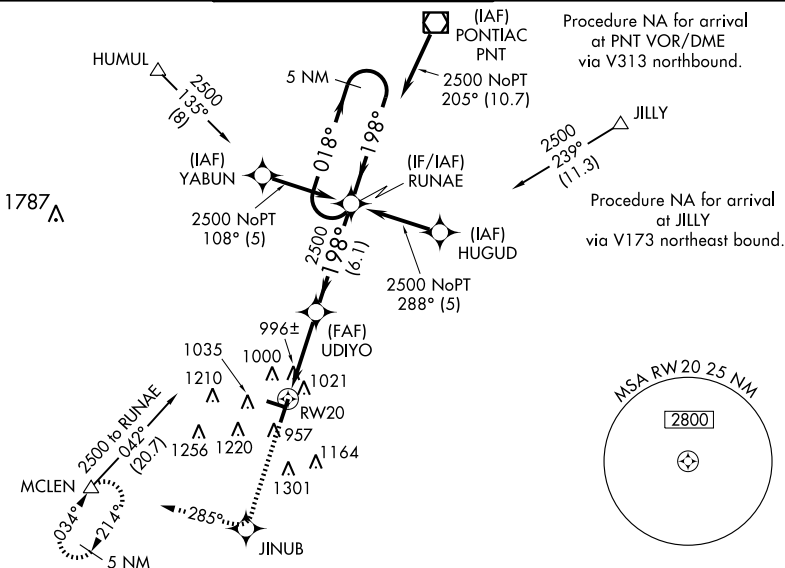
▼ Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, and LNAV/VNAV all Cats., LNAV Cat C and Circling Cat D visibility ½ mile. For inoperative ALSF increase LNAV Cat D visibility to RVR 6000. For inoperative ALSF when using General Downing-Peoria Intl altimeter setting increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

ALSF-2

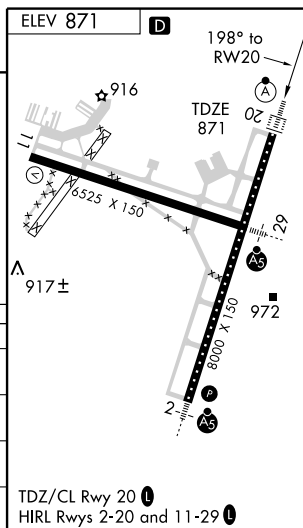


MISSED APPROACH:  
Climb to 3000 direct  
JINUB and via 285°  
track to MCLEN  
and hold.

ATIS <b>135.35</b>	PEORIA APP CON <b>128.725 256.9</b>	BLOOMINGTON TOWER ★ <b>124.6 (CTAF) 0 269.575</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1301/50 430 (500-1)			
LNAV MDA	1260/24 389 (400-½)			1260/50 389 (400-1)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



BLOOMINGTON/NORMAL, ILLINOIS

Amdt 1 10154

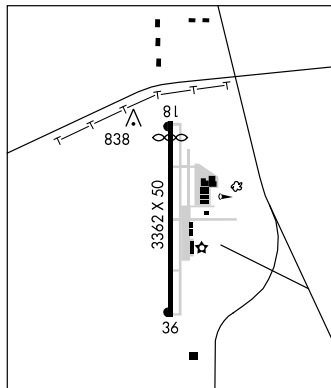
40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

BLOOMINGTON/NORMAL /

RNAV (GPS) RWY 20



**BOLINGBROOK****BOLINGBROOK'S CLOW INTL** (1C5) 0 NW UTC-6(-5DT) N41°41.76' W88°07.75'670 B S4 **FUEL** 100LL, JET A TPA-1500(830) NOTAM FILE IKK**RWY 18-36:** H3362X50 (ASPH) LIRL (NSTD) 0.5% up N.**RWY 18:** Thld dspcd 190'. Tree. **RWY 36:** Building.**AIRPORT REMARKS:** Attended 1300-0000Z±. Rwy 18-36 NSTD LIRL, spacing and ints varies. Twy only 20' wide. Large acft consider back-taxi.**COMMUNICATIONS: CTAF** 122.9**Ⓡ CHICAGO APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78'  
W88°19.10' 041° 12.4 NM to fld. 592/2E.**CHICAGO****COPTER****L-28H, A****IAP****BRADFORD** N41°09.58' W89°35.27' NOTAM FILE IKK.**(H) VORTAC** 114.7 BDF Chan 94 133° 12.4 NM to Marshall Co. 810/OE.

VOR portion unusable 189°-199° blo 3500' and between 25 and 35 NM.

**RCO** 123.6 122.05R 114.7T (KANKAKEE RADIO).**CHICAGO****H-5D, L-27C****BRESSON** (See COMPTON)**BULT FIELD** (See MONEE)**CABBI** N37°52.21' W89°14.28' NOTAM FILE MDH.**NDB (LOM)** 388 MD 185° 5.6 NM to Southern Illinois. Unmonitored when twr clsd.**ST LOUIS**

APP CRS	Rwy Idg	N/A
<b>356°</b>	TDZE	N/A
	Apt Elev	<b>670</b>

# RNAV (GPS)-B

## BOLINGBROOK'S CLOW INTL (1C5)

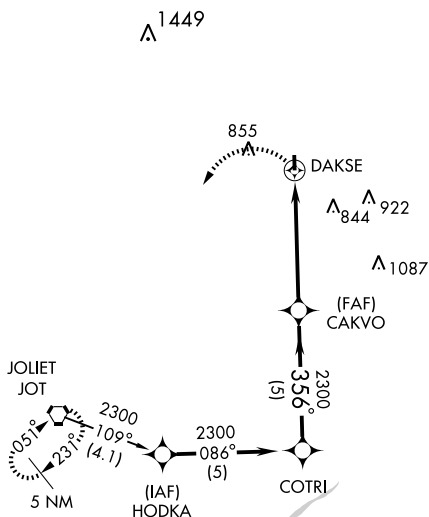


Use Chicago/Romeoville altimeter setting.

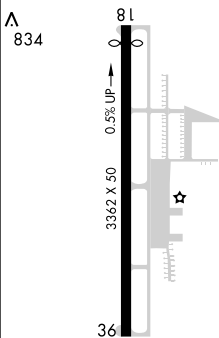
**MISSED APPROACH:** Climbing left turn to 2300 direct JOT VORTAC and hold.

CHICAGO APP CON  
119.35 388.0

CTAF  
122.9

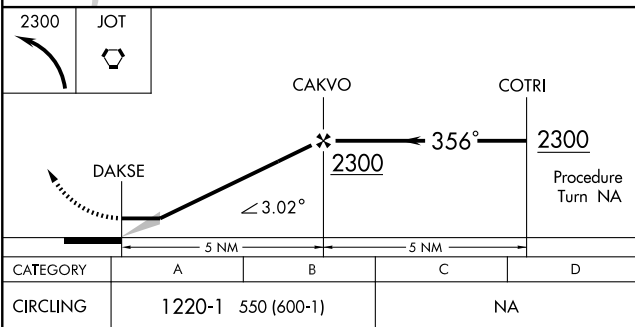


ELEV 670	Rwy 18 ldg 3172'
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356° to -

LIRL Rwy 18-36



BOLINGBROOK, ILLINOIS  
Orig 10098

BOLINGBROOK'S CLOW INTL (1C5)  
RNAV (GPS)-B

41°42'N-88°08'W

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010



VORTAC JOT <b>112.3</b> Chan <b>70</b>	APP CRS <b>042°</b>	Rwy ldg TDZE Apt Elev	N/A N/A <b>670</b>
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VOR-A

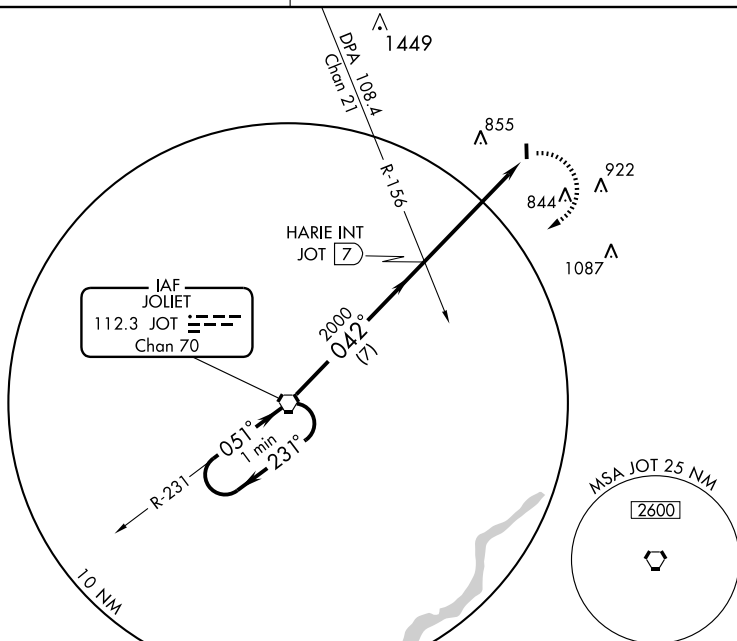
BOLINGBROOK'S CLOW INTL (1C5)

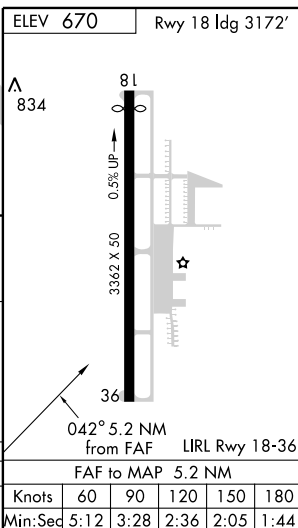
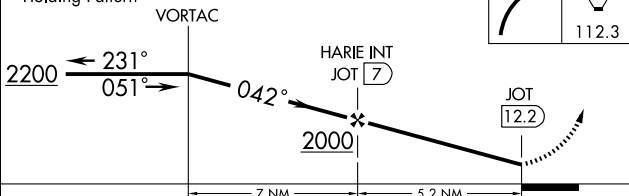


Use Lewis University altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.

 CHICAGO APP CON  
**119.35 388.0**

 CTAF  
**122.9**

 NoPT for arrivals on JOT VORTAC  
Airway Radials 171 CW 261.

 One Minute  
Holding Pattern


CATEGORY	A	B	C	D
CIRCLING	1220-1	550 (600-1)	NA	NA

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

## AIRPORT DIAGRAM

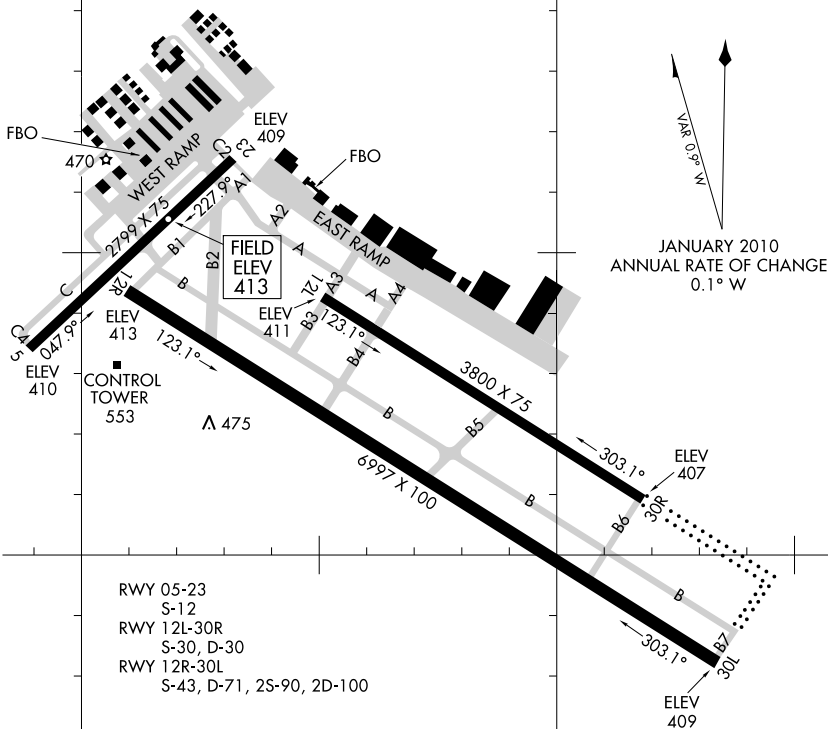
AL-5316 (FAA)

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)  
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS  
121.45  
DOWNTOWN TOWER ★  
119.925 379.3  
GND CON  
121.8  
CLNC DEL  
118.275



38°35'N



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CAHOKIA/ST. LOUIS, ILLINOIS  
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

**ST LOUIS (CAHOKIA, IL)****ST LOUIS DOWNTOWN** (CPS) 1 E UTC-6(-5DT) N38°34.24' W90°09.37'**ST LOUIS**413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A IAP  
RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CNC) S-30, D-30 MIRL

RWY 12L: REIL. Tree. RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree. RWY 23: Tower.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

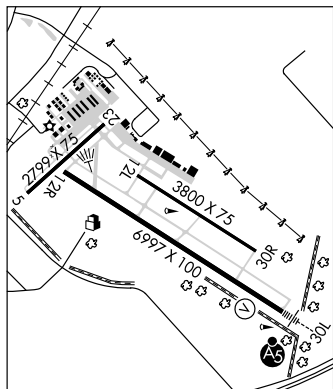
RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800



**AIRPORT REMARKS:** Attended continuously. Deer and migratory waterfowl on and in/ovf arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z±. other times by request 618-337-6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon-Fri (1400-2230Z±) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy 05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avbl for air carrier ops except taxi ops. During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med ints when tower clsd, MIRL 12L-30R not avbl when tower clsd. ACTIVATE MALSR Rwy 30L when tower clsd—CTAF. Rwy 12R-30L lgtS OTS except med ints.

**WEATHER DATA SOURCES:** ASOS (618) 332-0001. LAWRS.**COMMUNICATIONS:** CTAF 119.925 ATIS 121.45 UNICOM 122.95

Ⓡ ST LOUIS APP/DEP CON 123.7 CLNC DEL 118.275 (121.8 when twr clsd)

DOWNTOWN TOWER 119.925 (1230-0400Z±) GND CON 121.8

**AIRSPACE:** CLASS D svc 1230-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

TROY (L) VORTAC 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.

ILS 109.1 I-CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd.

LOC unusable from 0.2 NM inbound and byd 14° right of course.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.**ST. LOUIS DOWNTOWN HELIPORT** (M07) 0 N UTC-6(-5DT) N38°37.52' W90°10.98'**ST. LOUIS**

387 NOTAM FILE STL

HELIPAD H1: H37X37 (MATS)

**HELIPORT REMARKS:** Attended 1500-0100Z±. Svc for acft after hrs avbl for fee, ctc heliport manager. Daylight operations only, night operations not recommended. Call heliport manager before arriving for landing availability due to heavy concentration of air taxi operations. Landing from the south and east are recommended. River barge platform measures approximately 175' by 54'.

**COMMUNICATIONS:** UNICOM 122.8

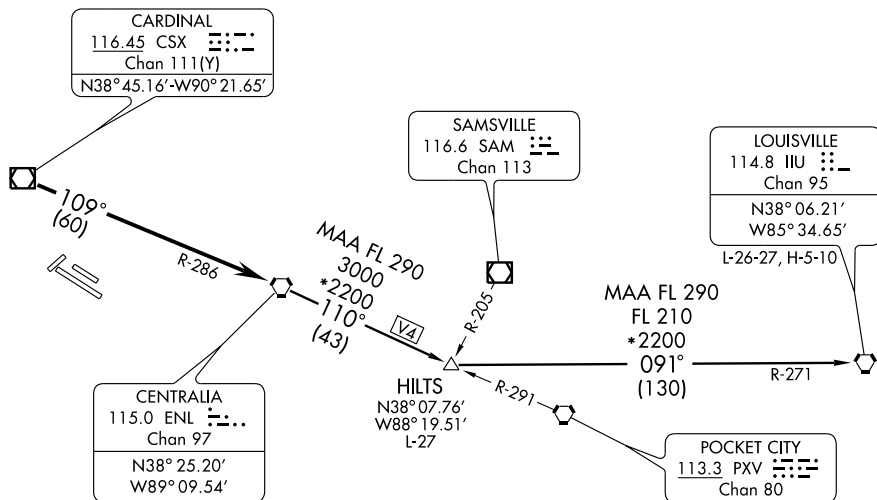
# BLUES TWO DEPARTURE

(BLUES2.STL) 09015

SL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)  
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS  
121.45  
CLNC DEL  
118.275  
GND CON  
121.8  
DOWNTOWN TOWER ★  
119.925 (CTAF) 379.3  
ST LOUIS DEP CON  
123.7 371.875



NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned) route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

# BLUES TWO DEPARTURE

(BLUES2.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS  
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

EC-3, 26 AUG 2010 to 23 SEP 2010

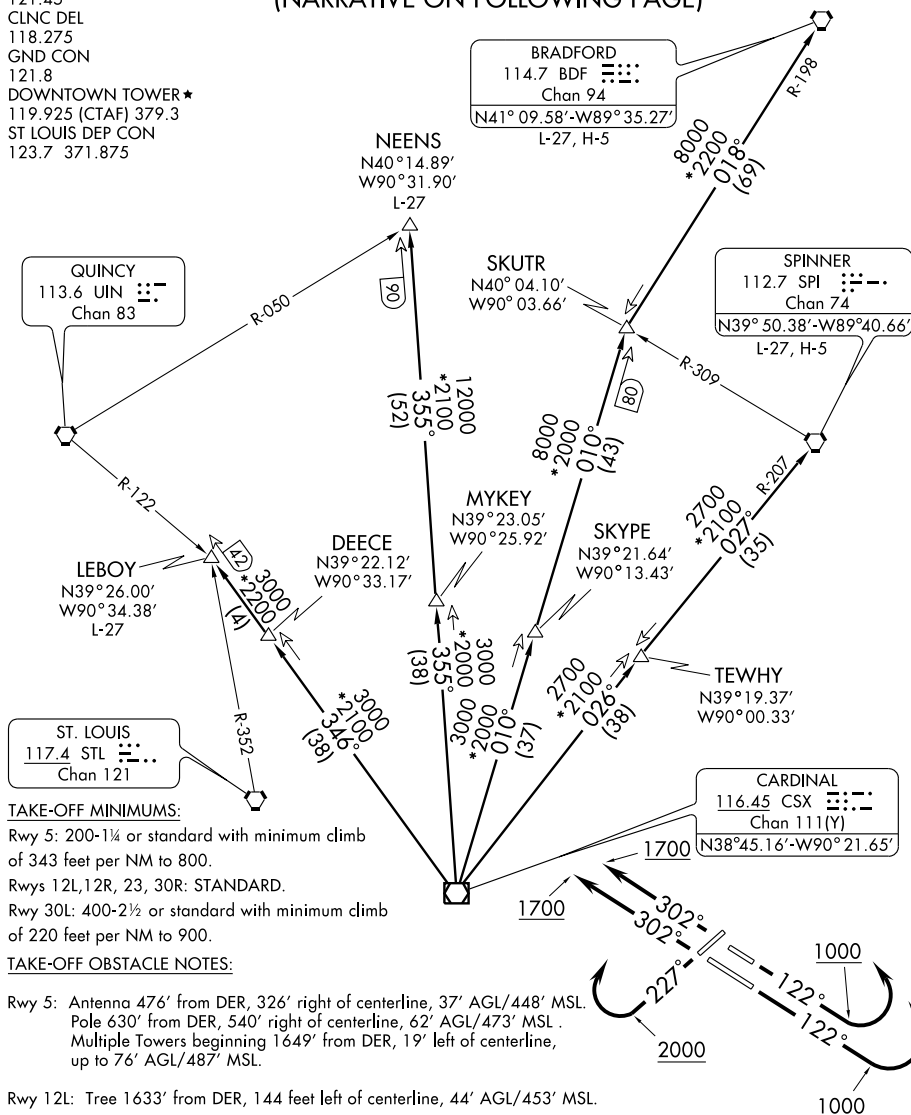
EC-3, 26 AUG 2010 to 23 SEP 2010

## CARDS SEVEN DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)  
CAHOKIA/ST. LOUIS, ILLINOIS

(NARRATIVE ON FOLLOWING PAGE)

ATIS  
121.45  
CLNC DEL  
118.275  
GND CON  
121.8  
DOWNTOWN TOWER ★  
119.925 (CTAF) 379.3  
ST LOUIS DEP CON  
123.7 371.875



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## CARDS SEVEN DEPARTURE

(CARDS7.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS  
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

## CARDS SEVEN DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

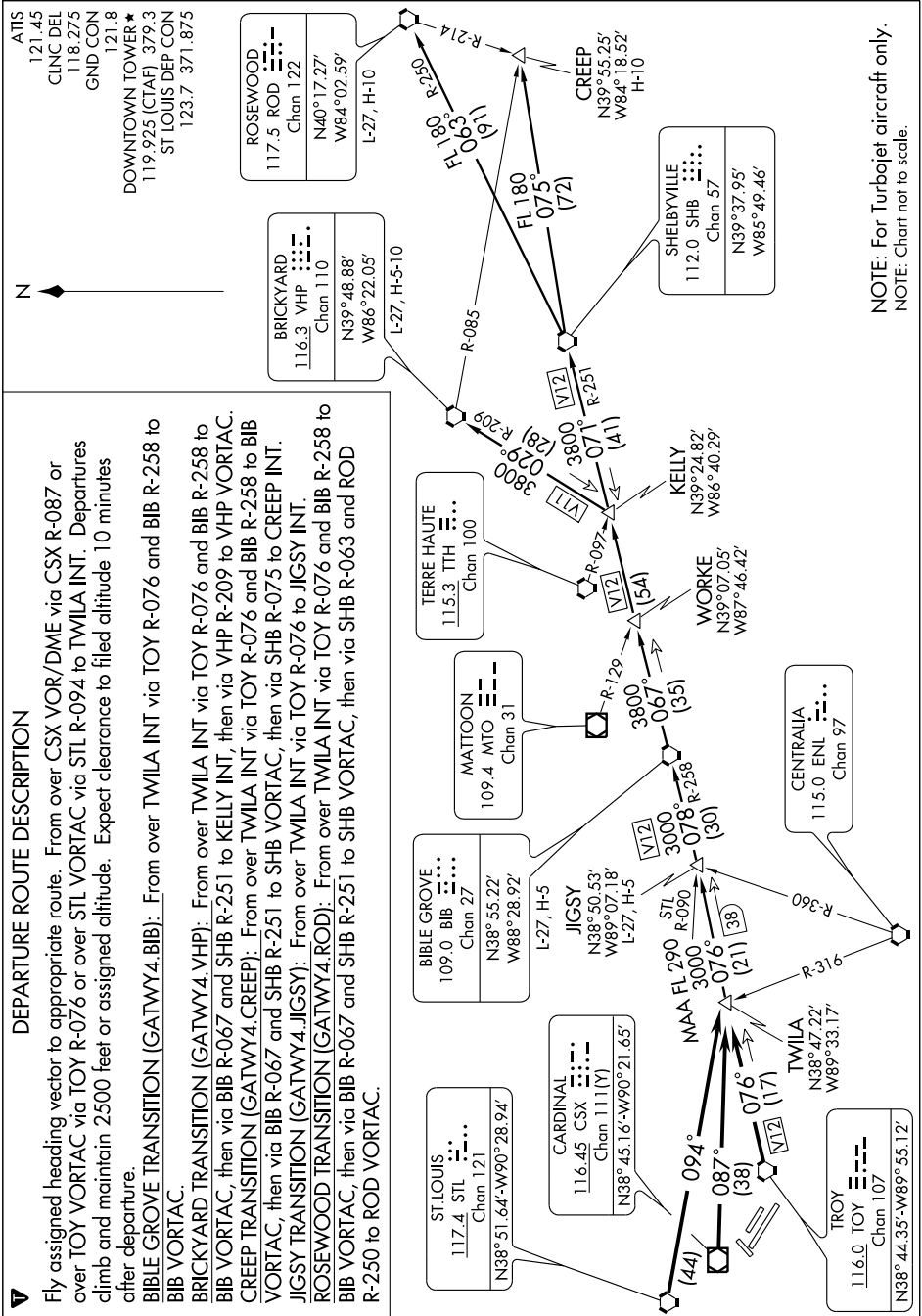
EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

(GATWY4.STL) 09015

# GATEWAY FOUR DEPARTURE

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)  
CAHOKIA/ST. LOUIS, ILLINOIS  
SL-5316 (FAA)



# GATEWAY FOUR DEPARTURE

(GATWY4.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS  
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

APP CRS	Rwy Idg	<b>6997</b>
<b>302°</b>	TDZE	<b>412</b>
	Apt Elev	<b>413</b>

## GPS RWY 30L

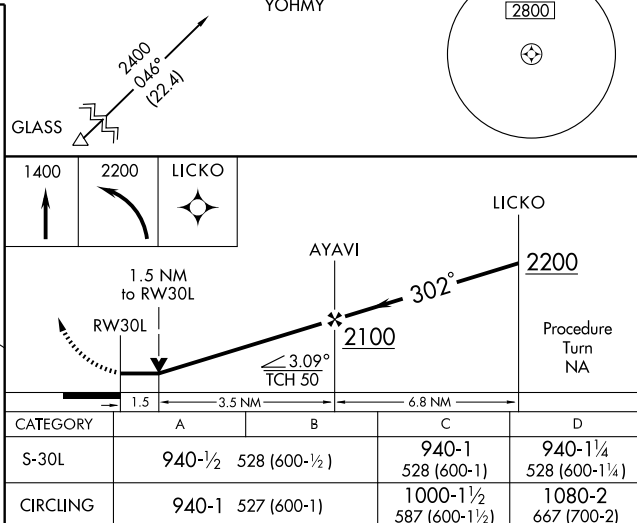
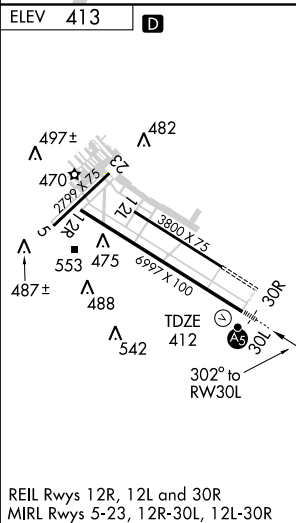
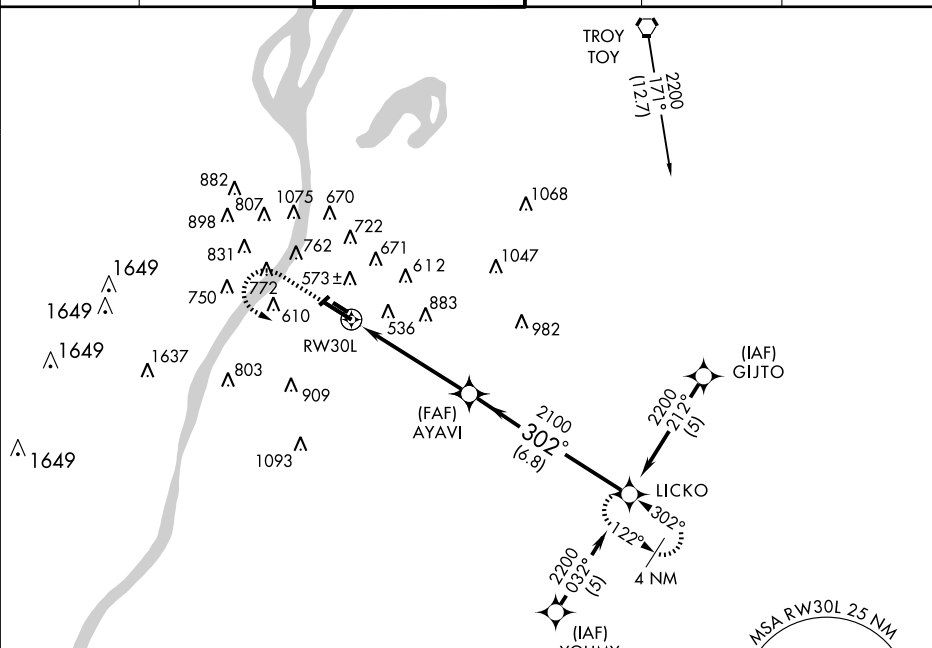
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

▼  
▲ NA



MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 direct LICKO WP and hold.

ATIS <b>121.45</b>	ST LOUIS APP CON <b>123.7 371.875</b>	DOWNTOWN TOWER ★ <b>119.925 (CTAF) 0 379.3</b>	GND CON <b>121.8</b>	CINC DEL <b>118.275</b>	UNICOM <b>122.95</b>
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LOC I-CPS <b><u>109.1</u></b>	APP CRS <b>302°</b>	Rwy Idg <b>6997</b> TDZE <b>412</b> Apt Elev <b>413</b>
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## ILS or LOC RWY 30L

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

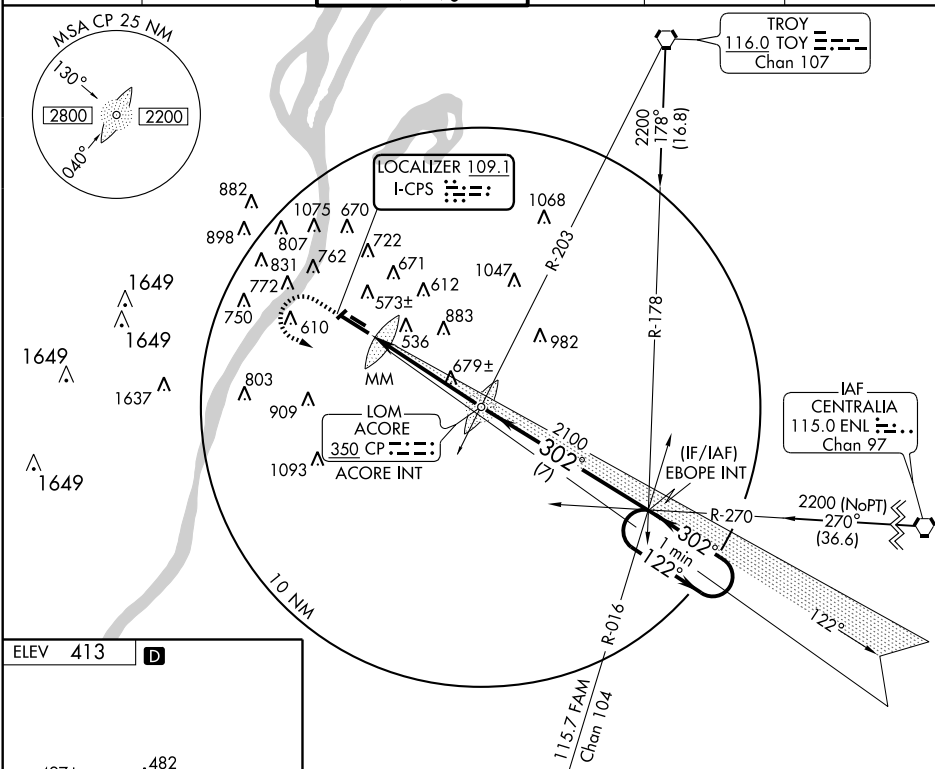
**T** When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting; increase DA to 674, increase all MDAs 80 feet, S-LOC 30L and circling visibility Cat. C/D ¼ mile. For inoperative **A** MALSR increase Lambert-St Louis Intl altimeter setting S-ILS visibility ½ mile.

MALSR

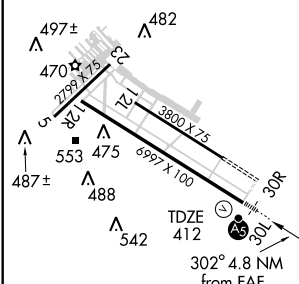


**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE Int and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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ELEV	413	
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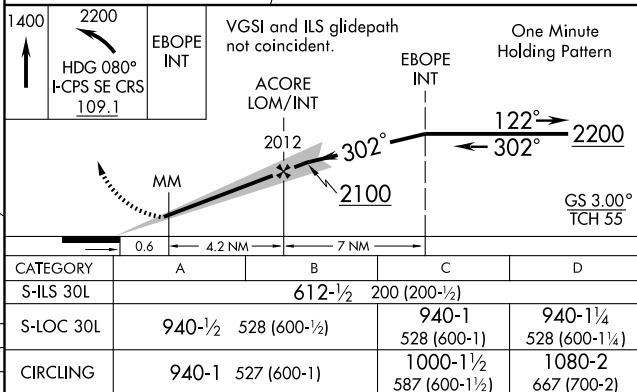
REIL Rwys 12R, 12L and 30R  
MIRL Rwys 5-23, 12R-30L, 12L-30R

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CAHOKIA/ST LOUIS, ILLINOIS

Amdt 9 09351



CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

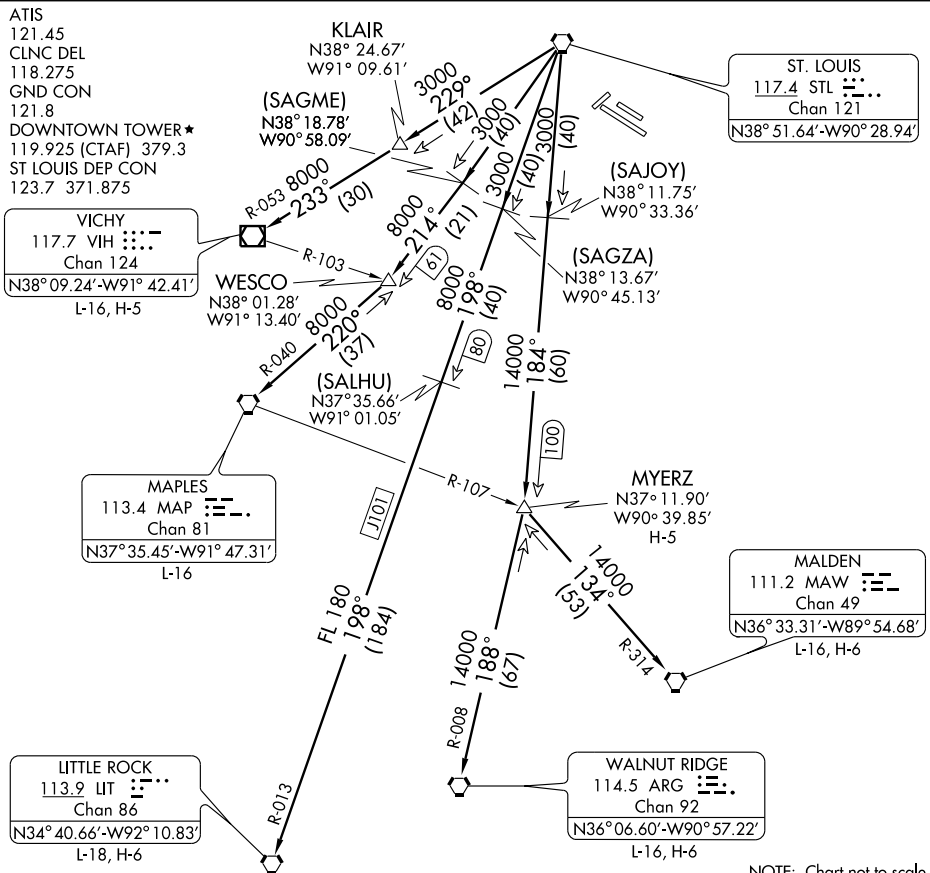
ILS or LOC RWY 30L

38°34'N-90°09'W

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

# LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT. then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT. then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

**VICHY TRANSITION (LINDY2.VIH):** From over STL VORTAC via STL R-229 to KLAIR INT. then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

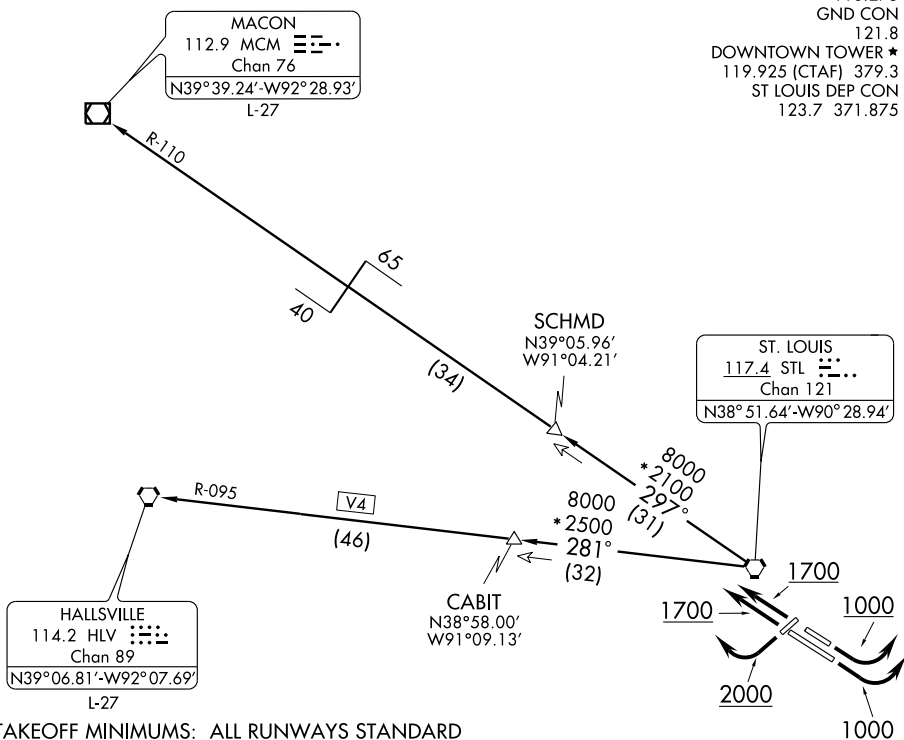
# LINDBERGH TWO DEPARTURE

(LINDY2.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS

### CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

## OZARK THREE DEPARTURE



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

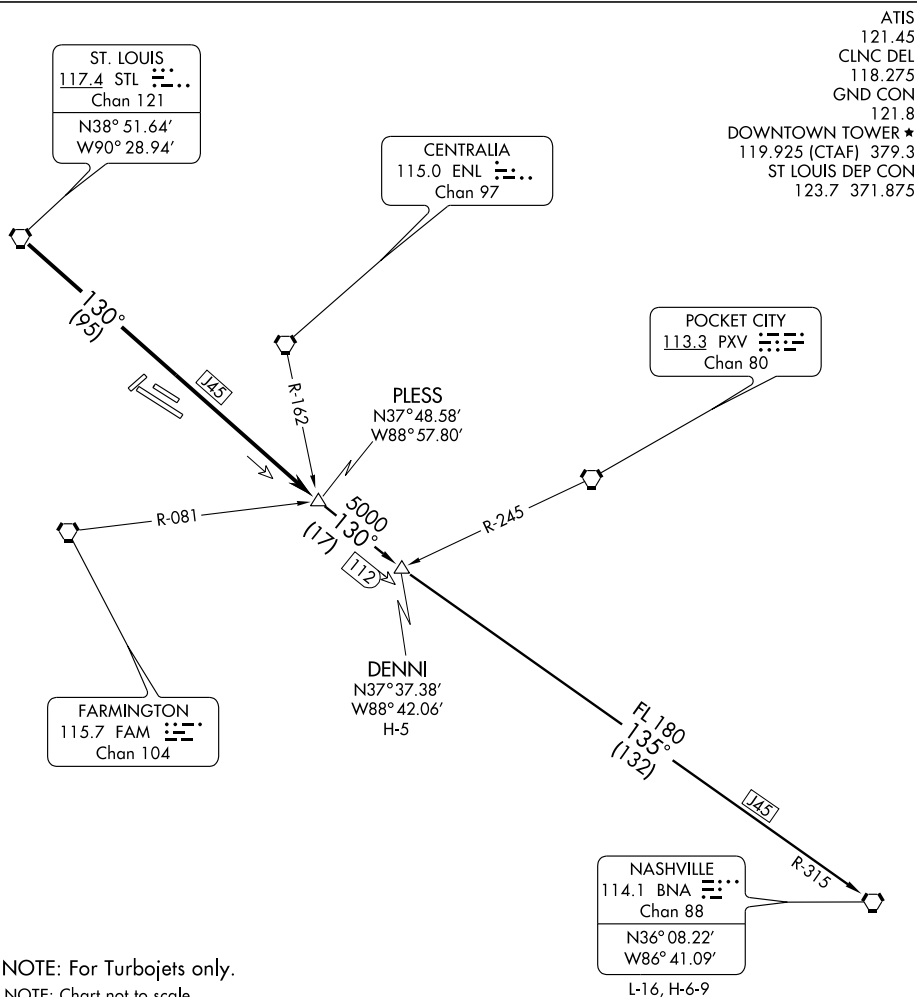
**HALLSVILLE TRANSITION (OZARK3.HLV):** From over STL VORTAC via STL R-281 and HLTV R-095 to HLTV VORTAC.

**MACON TRANSITION (OZARK3.MCM):** From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

(PLESS1.STL) 09015

## PLESS ONE DEPARTURE

SL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)  
CAHOKIA/ ST. LOUIS, ILLINOIS

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

## PLESS ONE DEPARTURE

(PLESS1.STL) 09015

CAHOKIA/ ST. LOUIS, ILLINOIS  
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>6997</b>
<b>107°</b>	TDZE	<b>413</b>
	Apt Elev	<b>413</b>

# RNAV (GPS) RWY 12R

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

**▼**  
**▲** When local altimeter not received, use Lambert-St Louis Intl, MO altimeter setting and increase MDAs 60 feet.  
Circling to Rwy 5/23 NA at night.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.

ATIS  
**121.45**

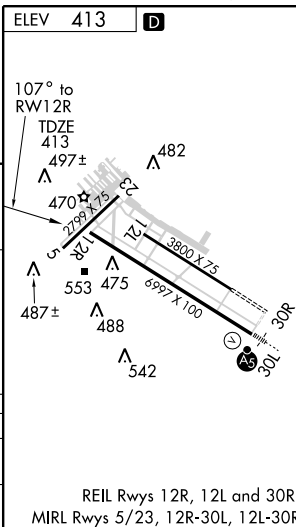
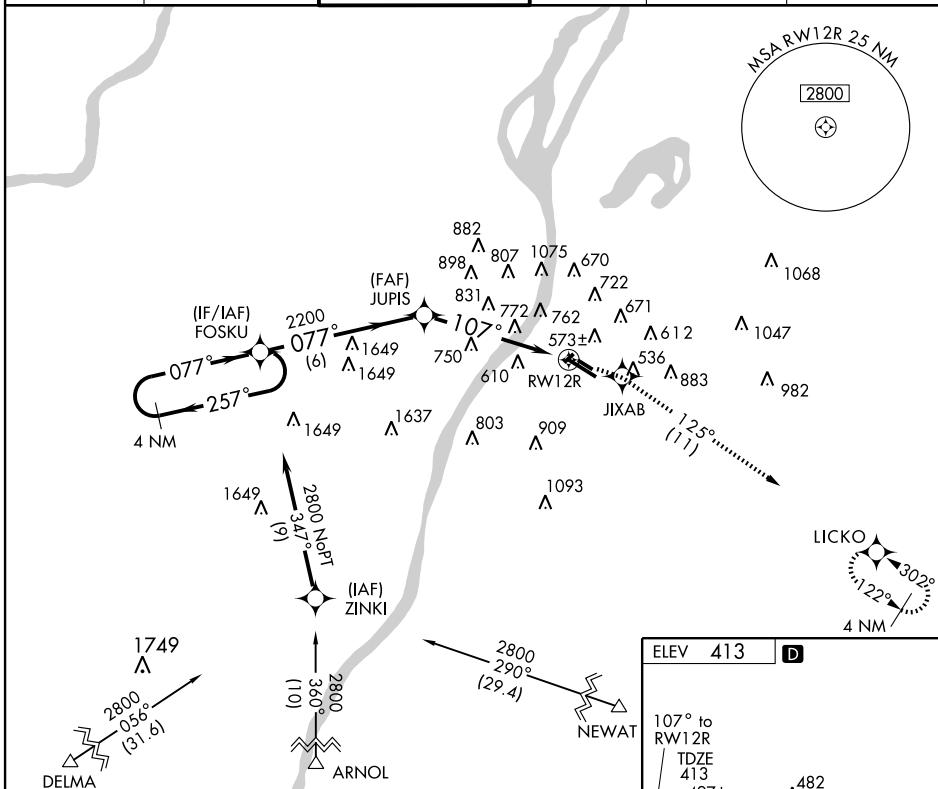
ST LOUIS APP CON  
**123.7 371.875**

DOWNTOWN TOWER ★  
**119.925 (CTAF) 0 379.3**

GND CON  
**121.8**

CLNC DEL  
**118.275**

UNICOM  
**122.95**



4 NM  
Holding Pattern

FOSKU

2200

JIXAB

LICKO

TRK 125°

2800  
257°  
077°

VDP NA when using Lambert-St Louis Intl, MO altimeter setting.

2200

JUPIS

2.1 NM to RW12R

RW12R

3.03°

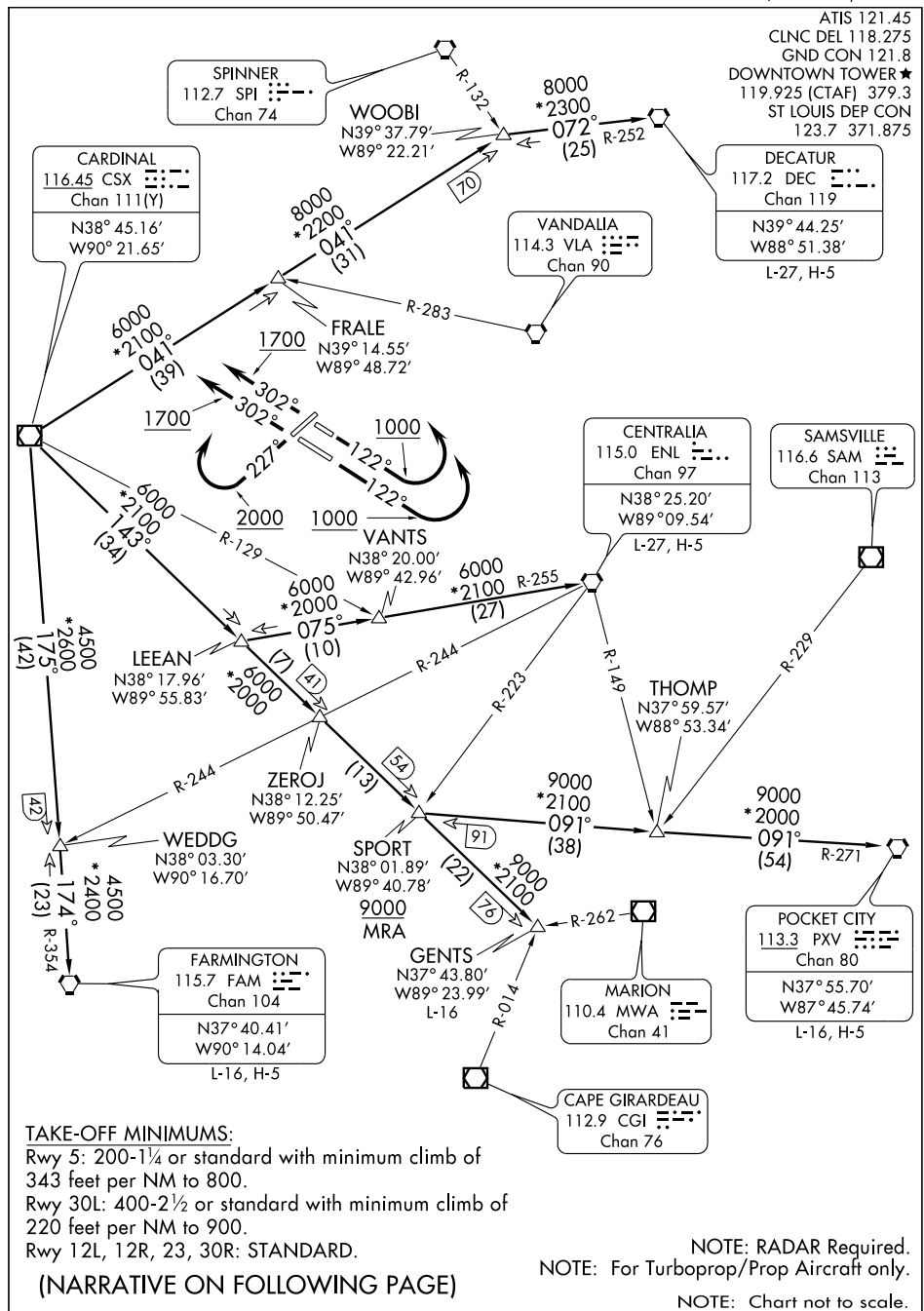
TCH 50

6 NM 3.3 NM 2.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1140-1 727 (800-1)	1140-2 727 (800-2)	1140-2 727 (800-2)	1140-2 727 (800-2)
CIRCLING	1140-1 727 (800-1)	1140-2 727 (800-2)	1140-2 727 (800-2)	1140-2 727 (800-2)

REIL Rwy 12R, 12L and 30R  
MIRL Rwy 5/23, 12R-30L, 12L-30R

## TURBO FIVE DEPARTURE



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## TURBO FIVE DEPARTURE

## TURBO FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES:

- Rwy 5: Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL.  
Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL.  
Multiple Towers beginning 1649' from DER, 19' left of centerline, up to 76 AGL/487' MSL.
- Rwy 12L: Tree 1633' from DER, 144' left of centerline, 44' AGL/453' MSL.
- Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL.  
Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL.
- Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/453 MSL  
Multiple Trees beginning 812' from DER, 4' right of centerline, up to 81' AGL/492' MSL.
- Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, up to 114' AGL/521' MSL.

## TURBO FIVE DEPARTURE

## CAHOKIA/ST LOUIS

## ST LOUIS DOWNTOWN

(CPS) 1E UTC-6(-5DT) N38°34.24' W90°09.37'

ST LOUIS

413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A  
 RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL IAP, AD

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CONC) S-30, D-30 MIRL

RWY 12L: REIL. Tree.

RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree.

RWY 23: Tower.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

## AIRPORT REMARKS: Attended continuously. Deer and migratory

waterfowl on and in/ovf arpt. Be alert: intensive student training,

helicopter operations, and frequent blimp operations. Class IV,

ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z, other times by

request 618-337-6060. Unscheduled air carrier ops greater than

30 passenger seats require 12 hr prior permission. Mon-Fri

(1400-2230Z) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy

05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avb for air carrier ops except taxi ops.

During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med

ints when twr clsd. MIRL Rwy 12L-30R not avbl when twr clsd. ACTIVATE MALSR Rwy 30L when twr clsd—CTAF.

Rwy 12R-30L lgts OTS except med ints.

## WEATHER DATA SOURCES: ASOS (618) 332-0001. LAWRS.

COMMUNICATIONS: CTAF 119.925 ATIS 121.45 UNICOM 122.95

Ⓡ APP/DEP CON 123.7 CLNC DEL 118.275 (0300-1300Z)

DOWNTOWN TOWER 119.925 (1230-0400Z) GND CON 121.8

AIRSPACE: CLASS D svc 1230-0400Z other times CLASS G.

## RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

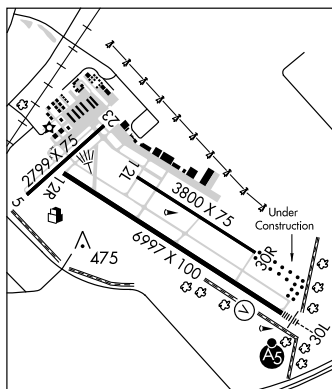
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.

ILS 109.1 I-CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC

unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



CALDE N39°47.83' W89°35.52' NOTAM FILE SPI.

ST LOUIS

NDB (LOM) 240 CJ 306° 4.9 NM to Abraham Lincoln Capital.

CAIRO RGNL (CIR) 4 NW UTC-6(-5DT) N37°03.87' W89°13.18'

ST LOUIS

321 B FUEL 100LL NOTAM FILE CIR

L-16H

RWY 14-32: H4003X100 (ASPH) S-30, D-35 MIRL

IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 32: Tree.

RWY 02-20: H3201X60 (ASPH) S-6 MIRL

RWY 02: Tree.

RWY 20: Tree.

## AIRPORT REMARKS: Attended 1400-2330Z. Self svc fuel avbl 24 hrs.

Parachute Jumping on weekends. MIRL Rwy 14-32 preset low

ints; to increase ints ACTIVATE—CTAF. MIRL Rwy 02-20 by prior

req only call 618-734-0600.

WEATHER DATA SOURCES: AWOS-3 118.025 (618) 734-9173.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

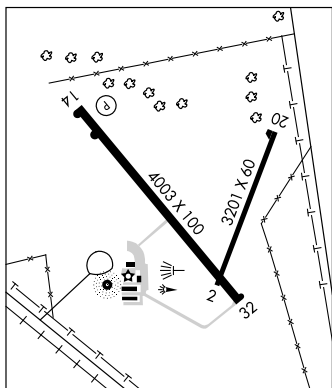
## RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.21' 277°18.7 NM to fld. 480/3E.

NDB (MHW) 397 CIR N37°03.70' W89°13.41' at fld. NOTAM

FILE CIR.





NDB CIR	APP CRS	Rwy Idg	<b>4003</b>
<b>397</b>	<b>150°</b>	TDZE	<b>321</b>
		Apt Elev	<b>321</b>

# NDB or GPS RWY 14

CAIRO RGNL (CIR)

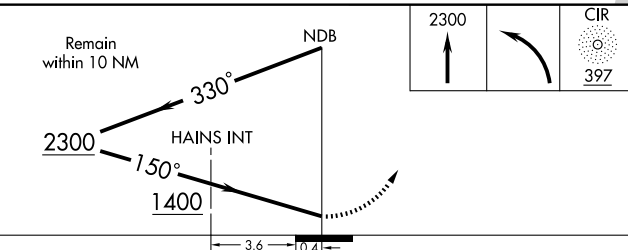
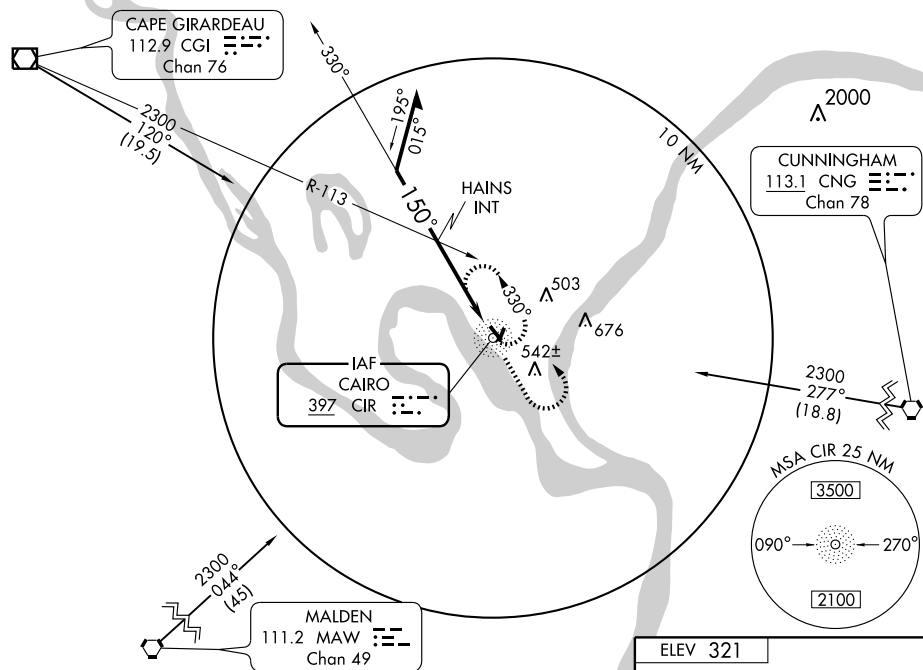
▲ NA Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.

AWOS-3  
**118.025**

MEMPHIS CENTER  
**133.65 292.15**

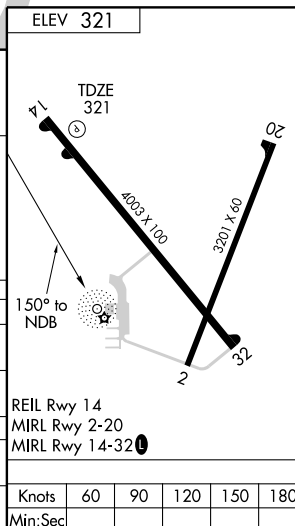
UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-14	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
CIRCLING	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA

## HAINS FIX MINIMUMS

S-14	920-1	599 (600-1)	920-1½ 599 (600-1½)	NA
CIRCLING	920-1	599 (600-1)	920-1½ 599 (600-1½)	NA



REIL Rwy 14  
MIRL Rwy 2-20  
MIRL Rwy 14-32 0

Knots	60	90	120	150	180
Min:Sec					

## CHICAGO

**L-27B**

## CHICAGO

**L-27B**

IAP

NDB CTK  
236

APP CRS  
350°

Rwy Idg	3899
TDZE	682
Apt Elev	684

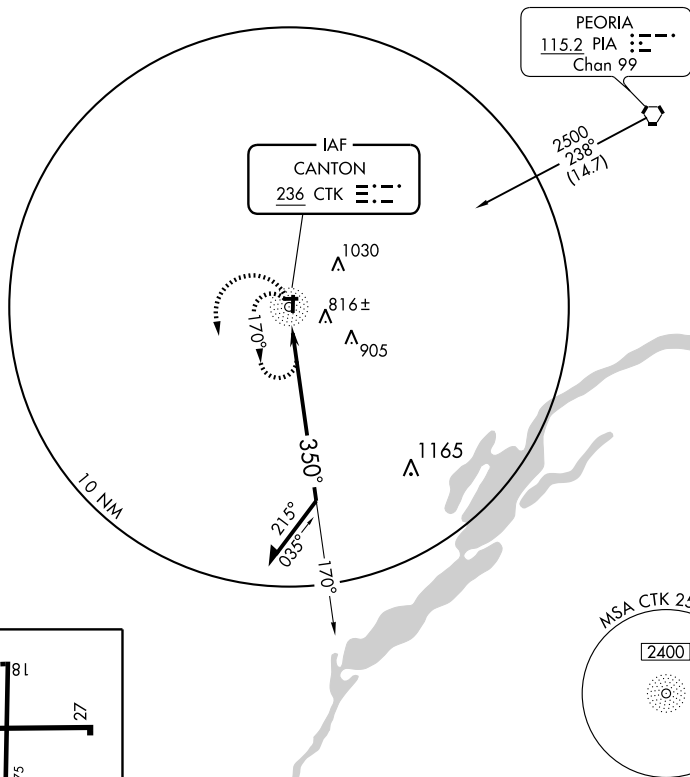
NDB RWY 36  
CANTON/INGERSOLL (CTK)



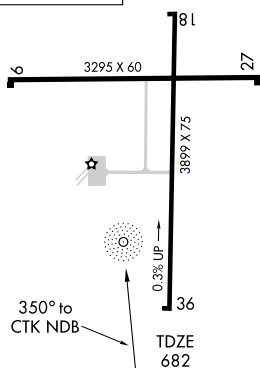
When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 in CTK NDB holding pattern.

PEORIA APP CON  
124.675 269.2

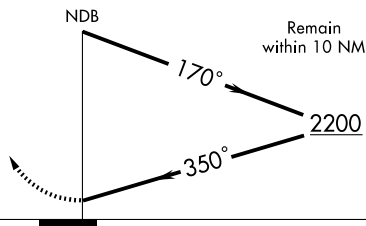
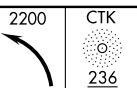
UNICOM  
122.8 (CTAF) **L**

ELEV 684



REIL Rwy 36 **L**  
MIRL Rws 9-27 and 18-36 **L**

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	NA
CIRCLING	1240-1	558 (600-1)	1420-2 738 (800-2)	NA

CANTON, ILLINOIS  
Amdt 2B 10098

CANTON/INGERSOLL (CTK)  
NDB RWY 36

40°34'N - 90°04'W

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>3899</b>
<b>179°</b>	TDZE	<b>682</b>
	Apt Elev	<b>684</b>

**RNAV (GPS) RWY 18**

CANTON/INGERSOLL (CTK)



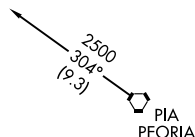
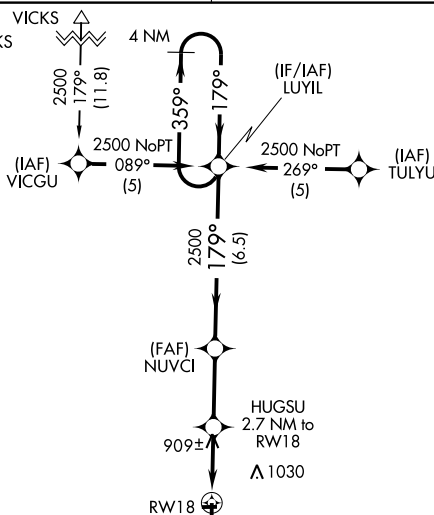
When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct CETRU and hold.

PEORIA APP CON  
**124.675 269.2**

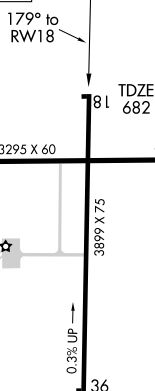
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrival at VICKS via V10 Northeast bound.

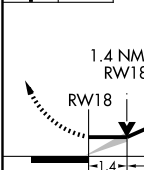
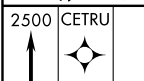


Procedure NA for arrivals on PIA VORTAC airway radials 269° CW 329°

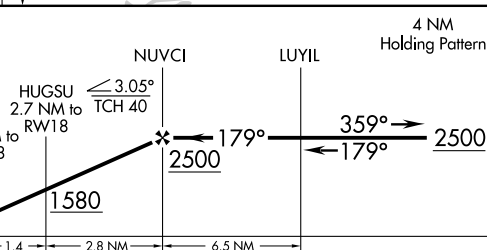
ELEV 684



MISSED APCH FIX  
CETRU



CATEGORY	A	B	C	D
RNAV MDA	1160-1	478 (500-1)	1160-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1	476 (500-1)	1160-1½ 476 (500-1½)	NA



REIL Rwy 36  
MIRL Rwy 9-27 and 18-36

CANTON, ILLINOIS  
Orig 10098

40°34'N - 90°04'W

CANTON/INGERSOLL (CTK)  
**RNAV (GPS) RWY 18**

APP CRS **359°**  
 Rwy ldg **3899**  
 TDZE **682**  
 Apt Elev **684**

# RNAV (GPS) RWY 36

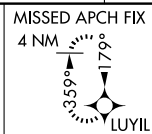
CANTON/INGERSOLL (CTK)

**NA** When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

**MISSED APPROACH:**  
 Climb to 2500 direct LUYIL and hold.

PEORIA APP CON  
**124.675 269.2**

UNICOM  
**122.8 (CTAF)**

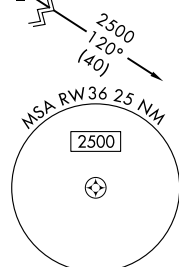


Procedure NA for arrivals on PIA VORTAC airway radials 170° CW 230°.

PEORIA PIA

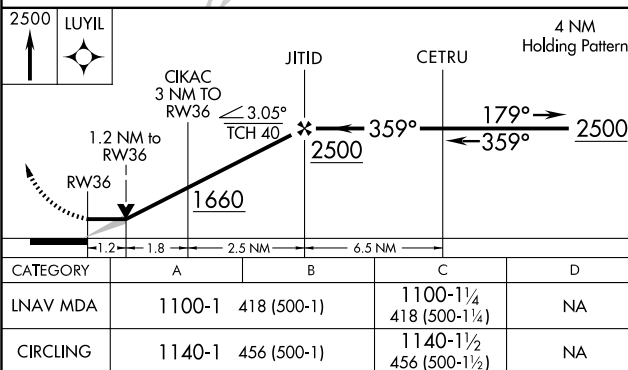
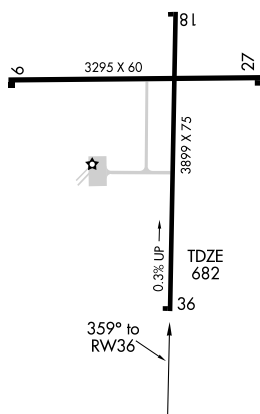
BURLINGTON BRL

Procedure NA for arrivals on BRL VORTAC airway radials 061° CW 192°.



ELEV **684**

REIL Rwy 36  
 MRL Rws 9-27 and 18-36



VORTAC PIA <b>115.2</b> Chan <b>99</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>684</b>
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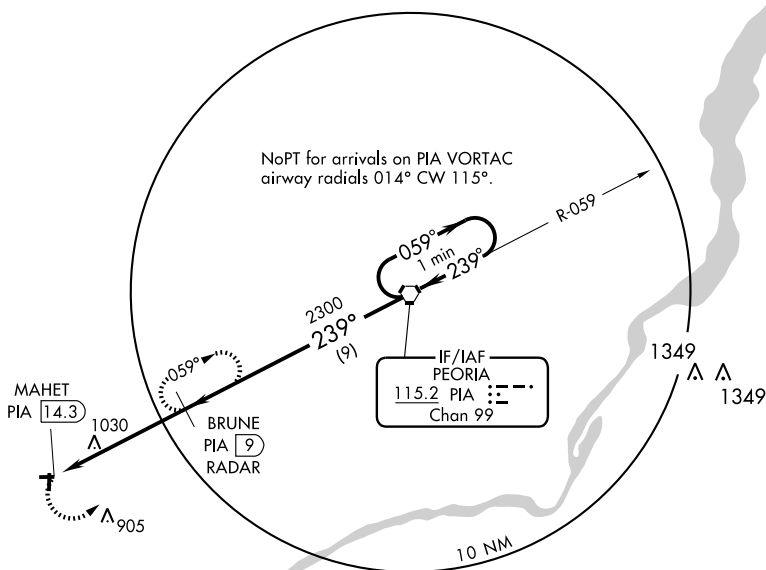
VOR-A

CANTON/INGERSOLL (CTK)

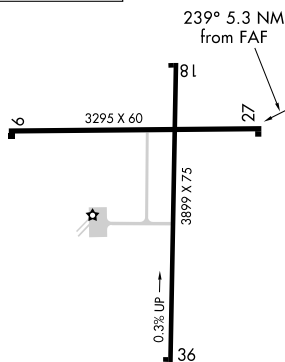
**T** When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet and  
**A** NA Circling Cat. C visibility  $\frac{1}{4}$  mile. DME or RADAR required.

**MISSED APPROACH:** Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.

PEORIA APP CON  
124.675 269.2

UNICOM  
122.8 (CTAF) **L**

ELEV 684



REIL Rwy 36 **L**  
MIRL Rwys 9-27 and 18-36 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
CIRCLING	1340-1	656 (700-1)	1340- $\frac{1}{4}$ 656 (700- $\frac{1}{4}$ )	NA

CANTON, ILLINOIS  
Amdt 8 10098

40 °34'N - 90 °04'W

CANTON/INGERSOLL (CTK)

VOR-A

**EC-3, 26 AUG 2010 to 23 SEP 2010**

EC-3. 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)  
AL-5091 (FAA) CARBONDALE-MURPHYSBORO, ILLINOIS

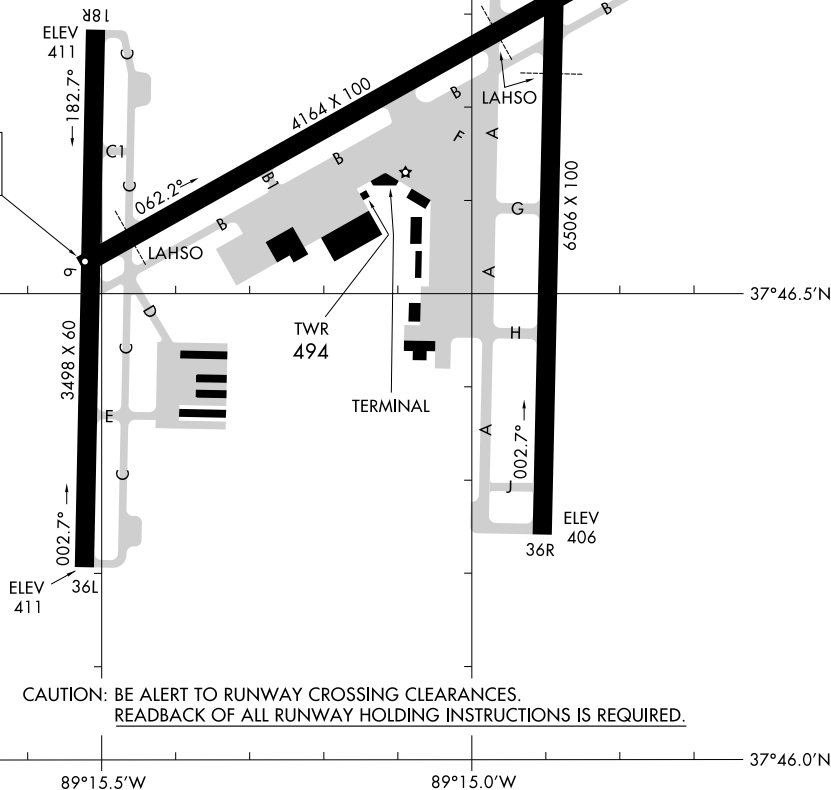
ATIS  
119.85  
CARBONDALE TOWER\*  
125.35 322.4  
GND CON  
121.8

D

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 06-24  
S-36, D-47, 2D-70  
RWY 18L-36R  
S-80, D-99.5, 2S-126, 2D-150  
RWY 18R-36L  
S-30, D-42, 2D-60

FIELD  
ELEV  
411



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO, ILLINOIS  
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

**CARBONDALE/MURPHYSBORO****SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH  
RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(P5IL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(P5IL)—GA 3.0° TCH 25'. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 18L:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506
RWY 18R:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 24:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 36L:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 36R:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506

**AIRPORT REMARKS:** Attended continuously. Birds on and in/ovf arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

**WEATHER DATA SOURCES:** ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.85 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

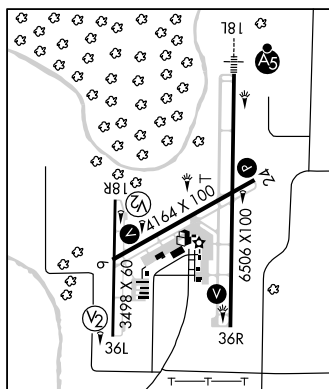
CARBONDALE TOWER 125.35 126.25 (1300-0300Z±) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z±. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

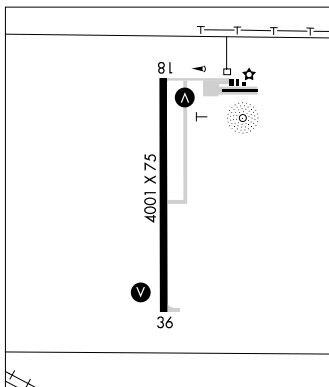
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM

FILE CUL.

**ST LOUIS**

L-161

IAP, AD



LOC I-MDH	APP CRS	Rwy Idg	<b>6506</b>
<b>110.9</b>	<b>182°</b>	TDZE	<b>407</b>
		Apt Elev	<b>411</b>

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

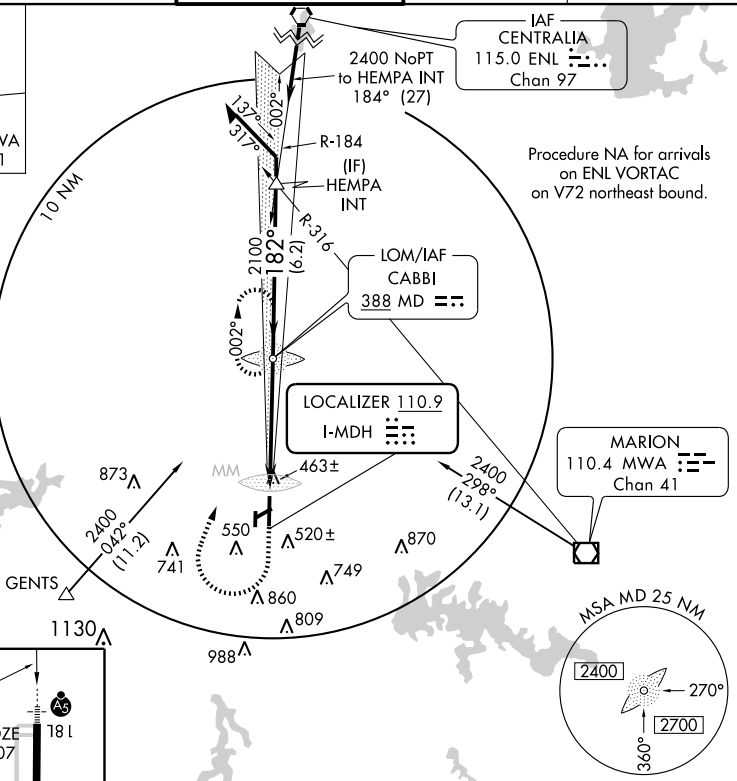
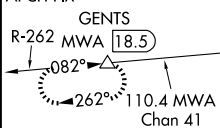
**ILS or LOC RWY 18L**

**ADF Required.** When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase DA 36 feet and all MDA 40 feet.  
**NA** For inoperative MALSR, increase S-LOC 18L Cat D visibility to 1 mile.

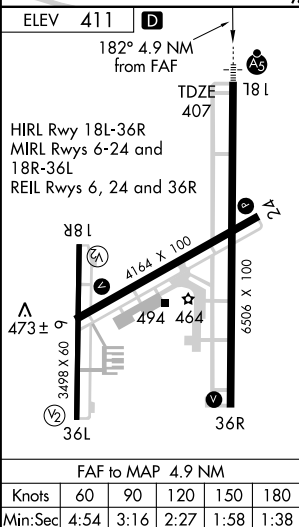



**MISSED APPROACH:** Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS <b>119.85</b>	KANSAS CITY CENTER <b>125.3 269.5</b>	CARBONDALE TOWER ★ <b>125.35 (CTAF) 0 322.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ALTERNATE MISSED  
APCH FIX

Procedure NA for arrivals  
on ENL VORTAC  
on V72 northeast bound.



2100 ↑	2400 ↗	MD  388	LOM			
			Remain within 10 NM			
			2037	002°	2400	
			182°		2100	GS 3.00° TCH 55
			4.9 NM			
CATEGORY	A	B	C	D		
S-ILS 18L	607-½ 200 (200-½)					
S-LOC 18L	720-½ 313 (400-½)				720-¾ 313 (400-¾)	
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)		980-2 569 (600-2)	

LOM MD	APP CRS	Rwy Idg	<b>6506</b>
<b>388</b>	<b>182°</b>	TDZE	<b>407</b>
		Apt Elev	<b>411</b>

**NDB RWY 18L**

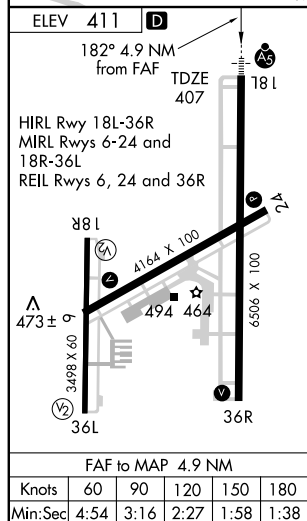
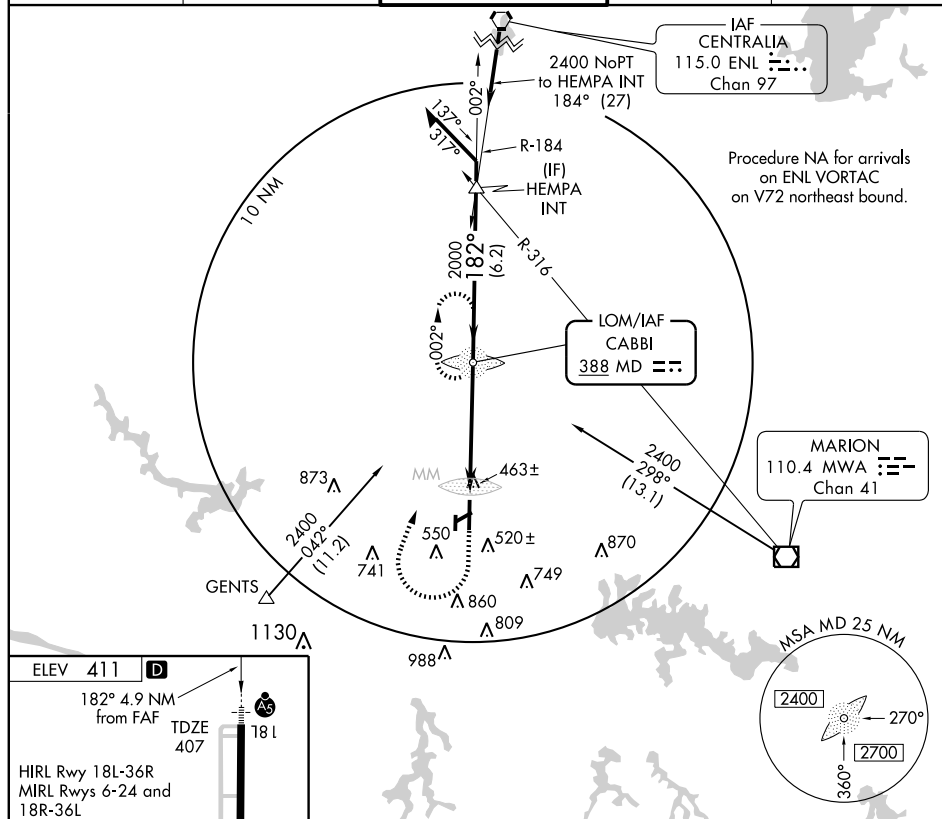
CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

When local altimeter setting not received, use Williamson Co  
Rgnl altimeter setting and increase all MDA 40 feet and  
increase S-18L Cat D visibility ¼ mile.



MISSED APPROACH: Climb to 2100  
then climbing right turn to 2400 direct  
CABBI LOM and hold.

ATIS <b>119.85</b>	KANSAS CITY CENTER <b>125.3 269.5</b>	CARBONDALE TOWER ★ <b>125.35 (CTAF) 0 322.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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2100	2400	MD 388	LOM	002°	2400	Remain within 10 NM
				182°	2000	
				3.00°	TCH 40	
				4.9 NM		
CATEGORY	A	B	C	D		
S-18L	820-¾ 413 (500-¾)				820-1 413 (500-1)	
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)		980-2 569 (600-2)	

CARBONDALE-MURPHYSBORO, ILLINOIS

Amdt 13 11FEB10

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

37°47'N-89°15'W

**NDB RWY 18L**

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS **182°**  
Rwy Idg **6506**  
TDZE **407**  
Apt Elev **411**

## RNAV (GPS) RWY 18L

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

**▼** Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F)  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all DA 36 feet and all MDA 40 feet and increase LNAV/VNAV Cat A, B, C visibility ¼ mile. For inoperative MALS, increase LNAV/VNAV Cat D visibility to 1 mile. Baro-VNAV NA when using Williamson Co Rgnl altimeter setting. VDP NA when using Williamson Co Rgnl altimeter setting. For inoperative MALS when using Williamson Co Rgnl altimeter setting, increase LNAV Cat D visibility to 1¼ mile.

MALS



**MISSED APPROACH:**  
Climb to 2700 direct SOPAW and hold.

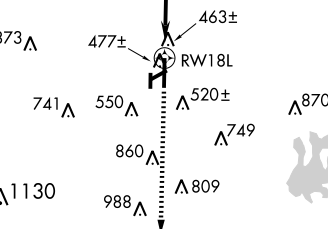
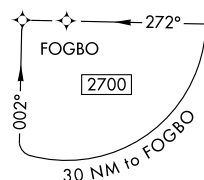
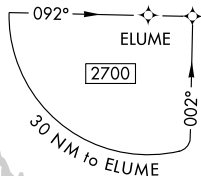
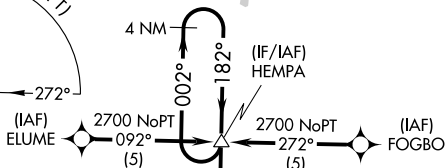
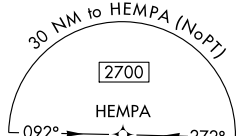
ATIS  
**119.85**

KANSAS CITY CENTER  
**125.3 269.5**

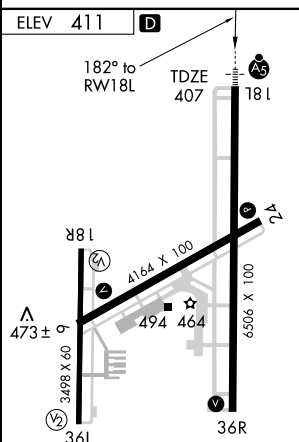
CARBONDALE TOWER ★  
**125.35 (CTAF) 0 322.4**

GND CON  
**121.8**

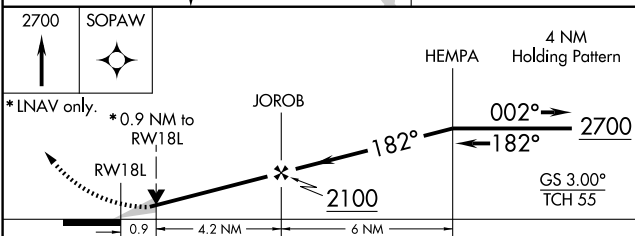
UNICOM  
**122.95**



MISSED APCH FIX



HIRL Rwy 18L-36R  
MIRL Rwy 6-24 and 18R-36L  
REIL Rwy 6, 24 and 36R



CATEGORY	A	B	C	D
LNAV/VNAV DA	726-½	319 (400-½)		726-¾ 319 (400-¾)
LNAV MDA	740-½	333 (400-½)		740-1 333 (400-1)
CIRCLING	900-1	489 (500-1)	900-1½ 489 (500-1½)	980-2 569 (600-2)

APP CRS	Rwy Idg	<b>6506</b>
<b>002°</b>	TDZE	<b>407</b>
	Apt Elev	<b>411</b>

## RNAV (GPS) RWY 36R

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet.

**▲** VDP NA when using Williamson Co Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 2700 direct HEMPA and hold.

ATIS  
**119.85**

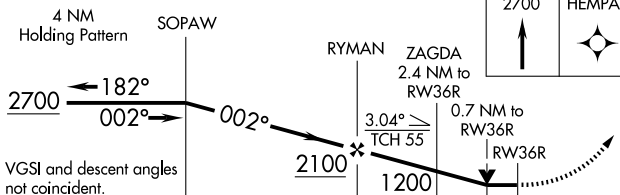
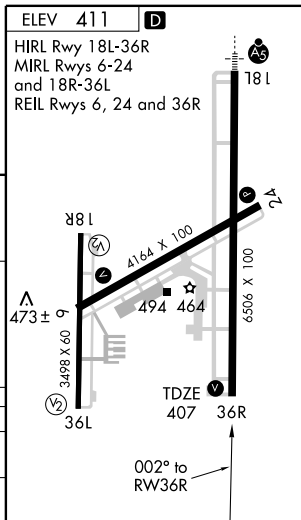
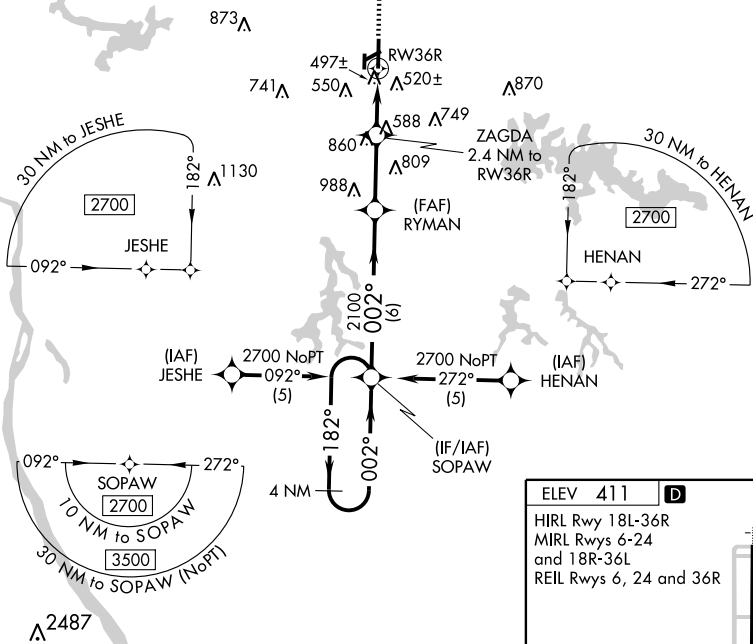
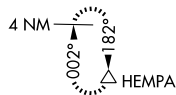
KANSAS CITY CENTER  
**125.3 269.5**

CARBONDALE TOWER ★  
**125.35 (CTAF) 0 322.4**

GND CON  
**121.8**

UNICOM  
**122.95**

MISSED APCH FIX



CATEGORY	A	B	C	D
RNAV MDA	760-1 353 (400-1)			760-1¼ 353 (400-1¼)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

**CARBONDALE/MURPHYSBORO****SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH  
RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25'. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 18L:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506
RWY 18R:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 24:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 36L:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 36R:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506

**AIRPORT REMARKS:** Attended continuously. Birds on and in/ovf arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

**WEATHER DATA SOURCES:** ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.85 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

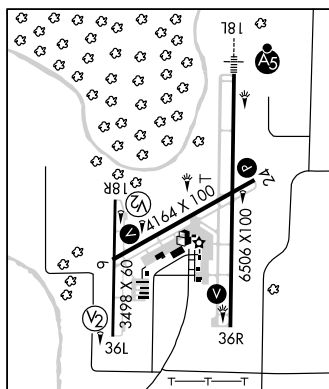
CARBONDALE TOWER 125.35 126.25 (1300-0300Z±) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z±. Parachute Jumping. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI Rwy 18 and 36 and REIL Rwy 36—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

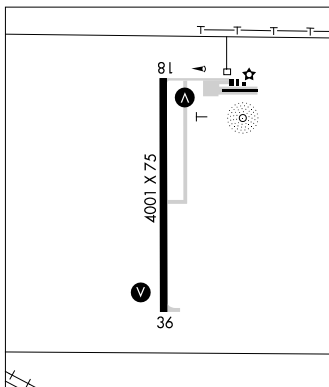
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM

FILE CUL.



ST LOUIS

L-161

IAP

APP CRS	Rwy ldg	<b>4001</b>
<b>001°</b>	TDZE	<b>384</b>
	Apt Elev	<b>388</b>

# GPS RWY 36

CARMi MUNI (CUL)

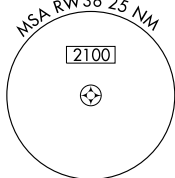
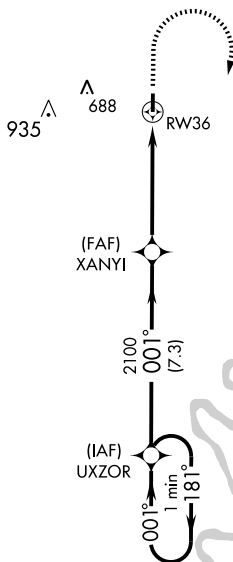
**▽** NA If local altimeter setting not received, use Evansville altimeter setting.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2100 direct UXZOR WP and hold.

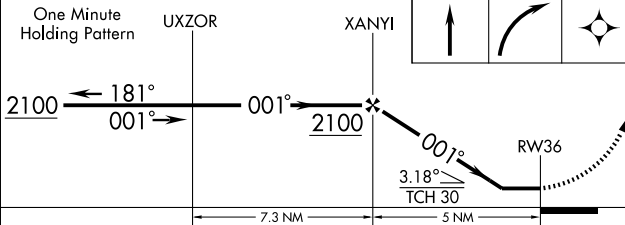
AWOS-3  
**118.425**

EVANSVILLE APP CON★  
**127.35 267.9**

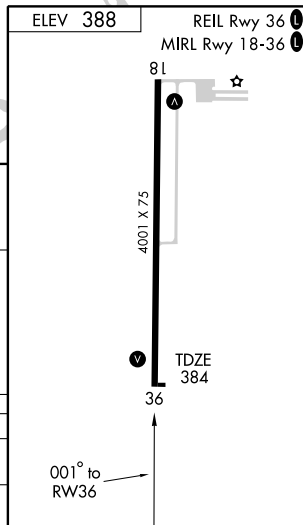
UNICOM  
**122.8 (CTAF) 0**



One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-36	880-1 496 (500-1)		880-1¼ 496 (500-1¼)	NA
CIRCLING	880-1 492 (500-1)		900-1½ 512 (600-1½)	NA



NDB CUL	APP CRS	Rwy ldg TDZE	4001
<b>332</b>	<b>010°</b>	Apt Elev	<b>388</b>

# NDB RWY 36

CARMi MUNI(CUL)

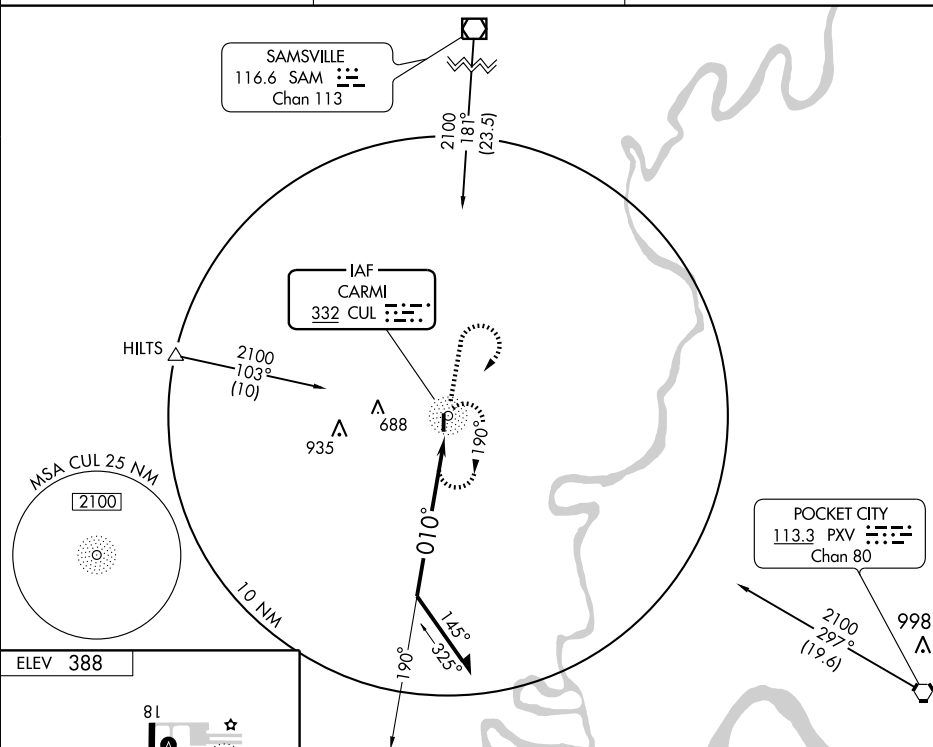
**V** NA If local altimeter setting not received, use Evansville altimeter setting.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2100 direct CUL NDB and hold.

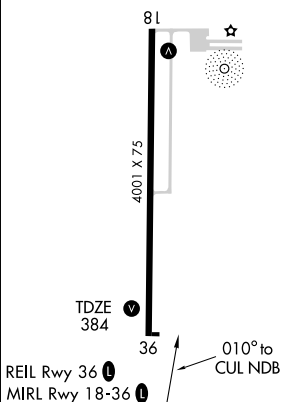
AWOS-3  
**118.425**

EVANSVILLE APP CON★  
**127.35 267.9**

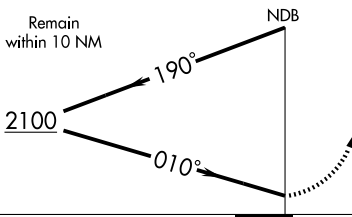
UNICOM  
**122.8 (CTAF) 0**



ELEV **388**



Remain within 10 NM



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	1080-1 696 (700-1)		1080-2 696 (700-2)	NA
CIRCLING	1080-1 692 (700-1)		1080-2 692 (700-2)	NA

**CASEY MUNI** (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld dspcd 315'. Road. Rgt tfc.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400Z-2300Z. MIRL Rwy 04-22 and REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lgtS-CTAF. Rwy 18 dspcd thld marked with white gravel in shape of "L" on rwy edges.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ HULMAN APP/DEP CON 125.45 (1100-0300Z)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z)

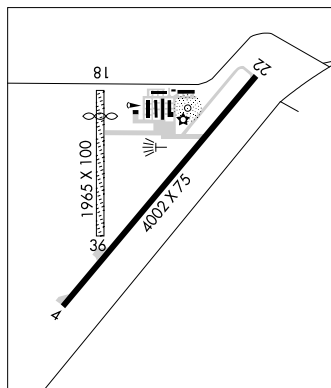
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.

Unmonitored. NOTAM FILE STL.



ST LOUIS

L-27C

IAP

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

RWY 18: REIL. VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1400Z-dusk. For svc after hrs call 618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (618) 533-4417. HIWAS 115.0 ENL.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

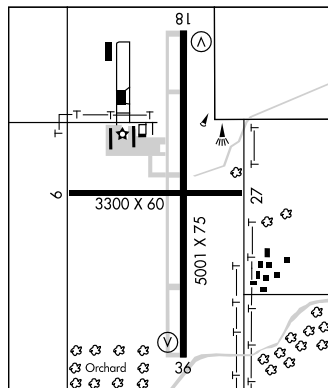
KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo 2700'.



ST LOUIS

H-5E, L-27C

IAP

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

RCO 122.1R 110.0T (ST LOUIS RADIO)

CHICAGO

L-27C

**CHAMPAIGN/URBANA** N40°02.07' W88°16.56'

RCO 122.45 (ST LOUIS RADIO)

CHICAGO

L-27C



NDB CZB <b>359</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>653</b> <b>654</b>
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**NDB RWY 4**  
CASEY MUNI (1H8)

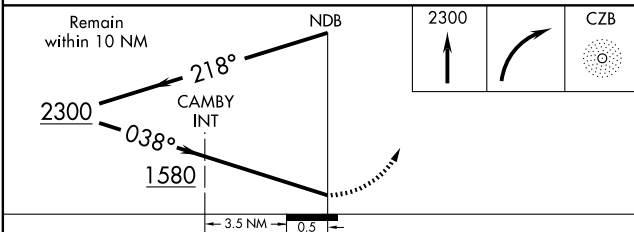
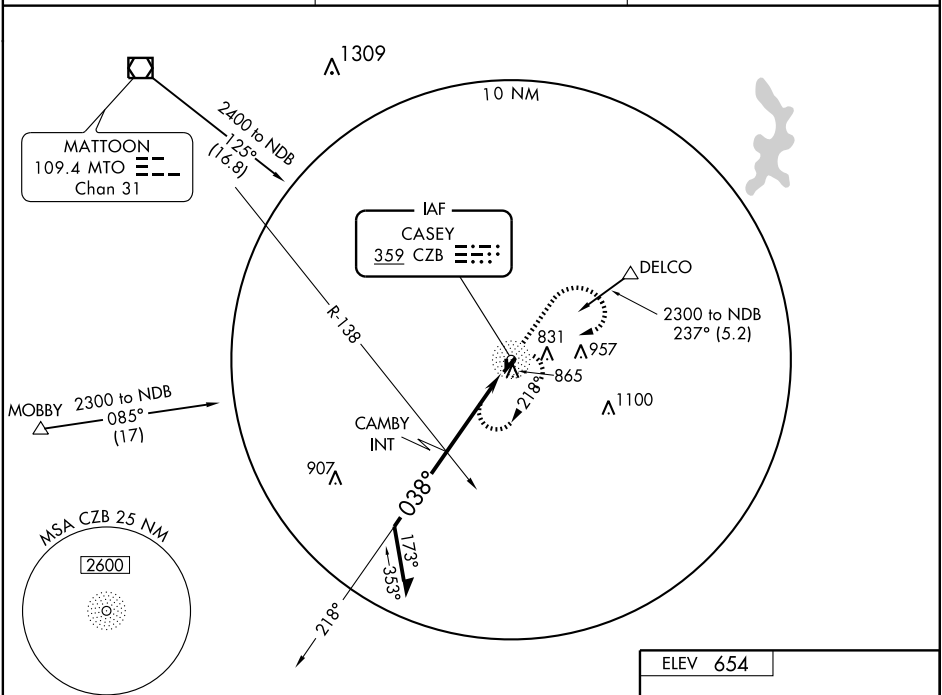
▼ Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting, when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 then right turn direct CZB NDB and hold.

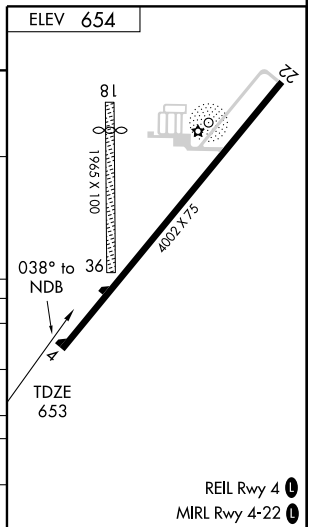
TERRE HAUTE ASOS  
**127.5 284.4**

HULMAN APP CON ★  
**125.45 288.15**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-4	1580-1 1/4 927 (1000-1 1/4)		1580-2 3/4 927 (1000-2 3/4)	1580-3 927 (1000-3)
CIRCLING	1580-1 1/4 926 (1000-1 1/4)		1580-2 3/4 926 (1000-2 3/4)	1580-3 926 (1000-3)
CAMBY FIX MINIMUMS				
S-4	1320-1 667 (700-1)		1320-1 3/4 667 (700-1 3/4)	1320-2 667 (700-2)
CIRCLING	1320-1 666 (700-1)		1320-1 3/4 666 (700-1 3/4)	1320-2 666 (700-2)



NDB CZB <b><u>359</u></b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>654</b> <b>654</b>
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# NDB RWY 22

CASEY MUNI (1H8)

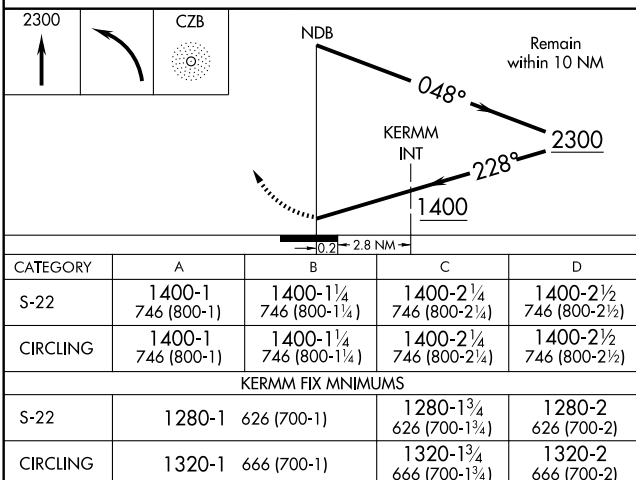
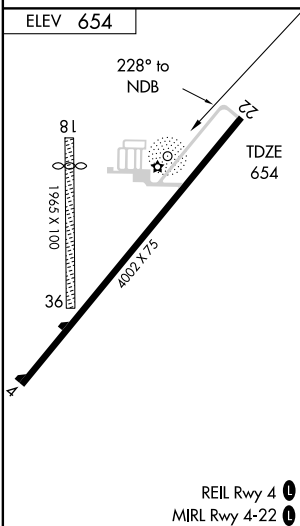
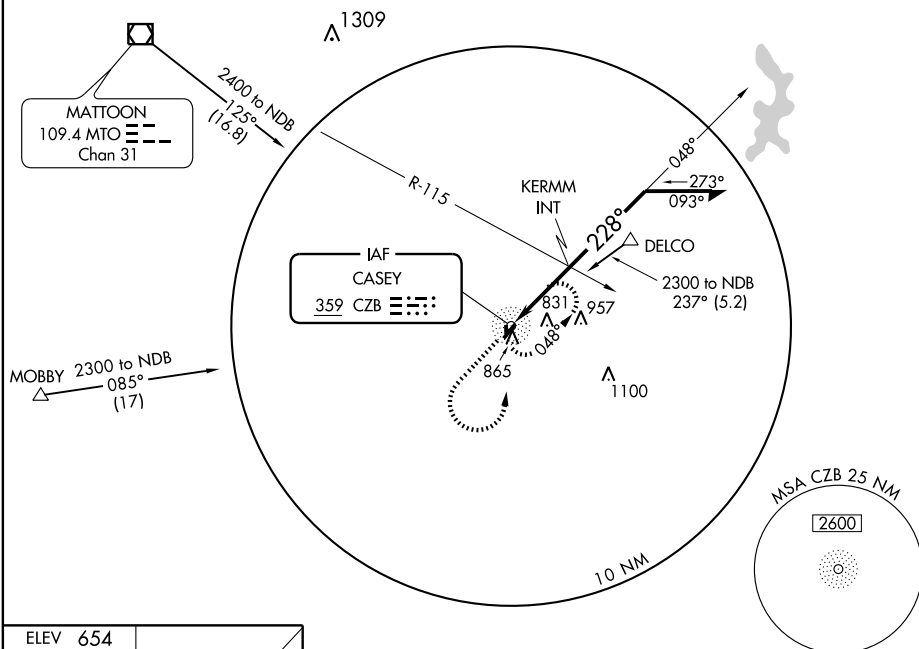
**V** Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

**MISSED APPROACH:** Climb to 2300 then left turn direct CZB NDB and hold

TERRE HAUTE ASOS  
127.5 284.4

HULMAN APP CON ★  
125.45 288.15

UNICOM  
122.8 (CTAF) **L**



CASEY, ILLINOIS

Amdt 5 29JUL10

CASEY MUNI (1H8)

NDB RWY 22

39°18'N-88°00'W

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS  
**042°**

Rwy Idg **4002**  
TDZE **653**  
Apt Elev **654**

# RNAV (GPS) RWY 4

CASEY MUNI (1H8)

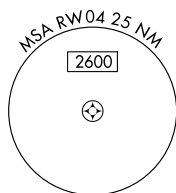
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

TERRE HAUTE ASOS  
**127.5 284.4**

HULMAN APP CON ★  
**125.45 288.15**

UNICOM  
**122.8 (CTAF)**



△ 1309



Procedure NA for arrivals at MOBBY on V14 westbound and V72-429 northbound.

MOBBY △ 2300  
123°  
(6, 6)

(IAF) JEDGA  
(IF/IAF) FOXUK

(FAF) COTGA

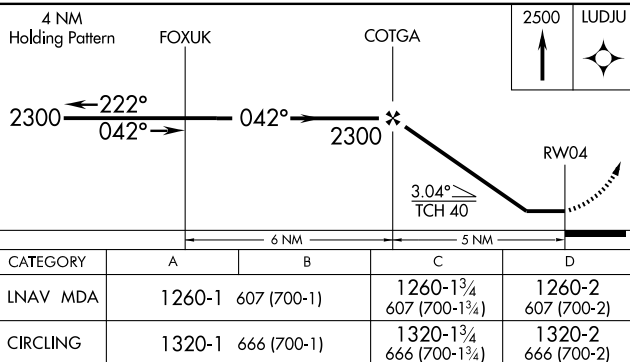
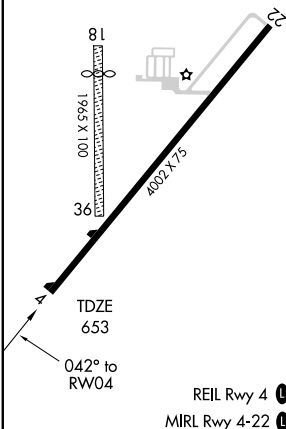
RW04 △ 865

△ 831  
△ 957  
△ 1100

Procedure NA for arrivals at WORKE on V12 eastbound.

2300 WORKE  
270°  
(14)

ELEV 654



APP CRS	Rwy ldg	<b>4002</b>
<b>222°</b>	TDZE	<b>654</b>
	Apt Elev	<b>654</b>

# RNAV (GPS) RWY 22

CASEY MUNI (1H8)



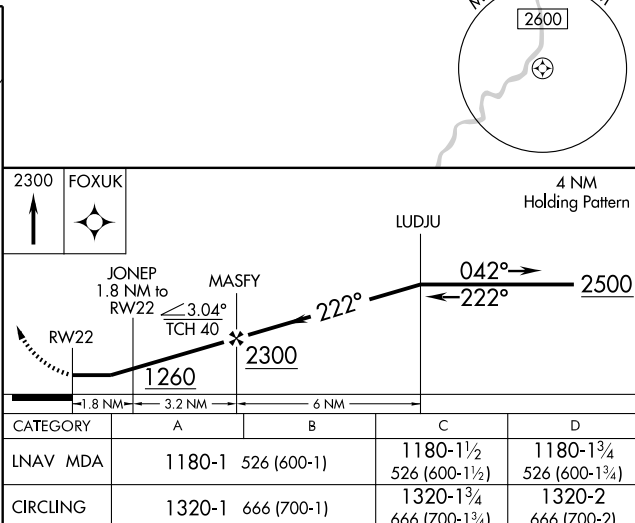
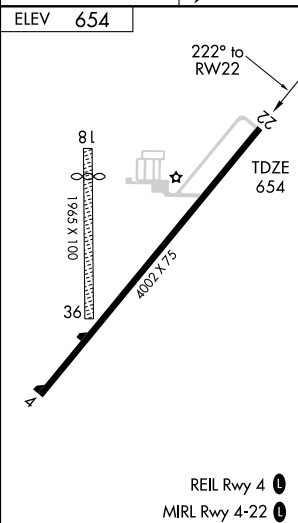
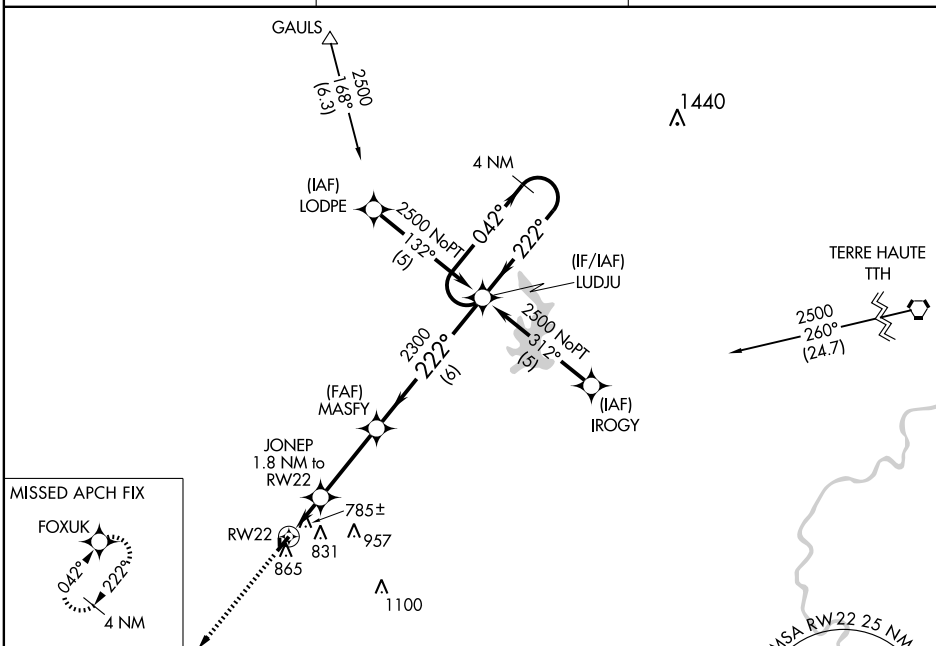
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 direct FOXUK and hold.

TERRE HAUTE ASOS  
**127.5 284.4**

HULMAN APP CON ★  
**125.45 288.15**

UNICOM  
**122.8 (CTAF) 1**



**CASEY MUNI** (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld displcd 315'. Road. Rgt tfc.

RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. MIRL Rwy 04-22 and

REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lghts—CTAF. Rwy 18 displcd thld marked with white gravel in shape of "L" on rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ HULMAN APP/DEP CON 125.45 (1100-0300Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z±)

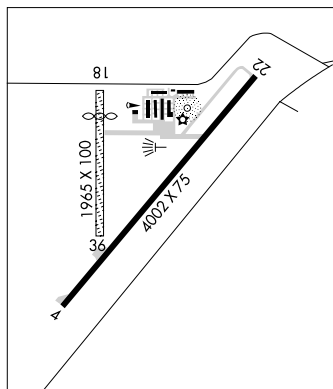
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.

Unmonitored. NOTAM FILE STL.

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call 618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.

WEATHER DATA SOURCES: AWOS-3 121.125 (618) 533-4417. HIWAS 115.0 ENL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

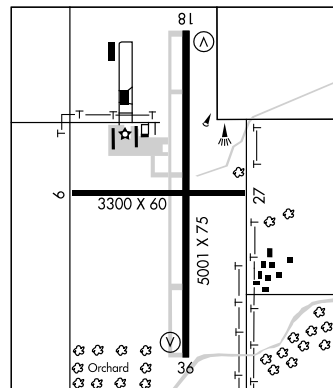
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo 2700'.

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

RCO 122.1R 110.0T (ST LOUIS RADIO)

**CHAMPAIGN/URBANA** N40°02.07' W88°16.56'

RCO 122.45 (ST LOUIS RADIO)

ST LOUIS

H-5E, L-27C

IAP

CHICAGO

L-27C

CHICAGO

L-27C

APP CRS <b>182°</b>	Rwy Idg TDZE <b>520</b>	<b>5001</b>
	Apt Elev <b>534</b>	

## RNAV (GPS) RWY 18

CENTRALIA MUNI (ENL)



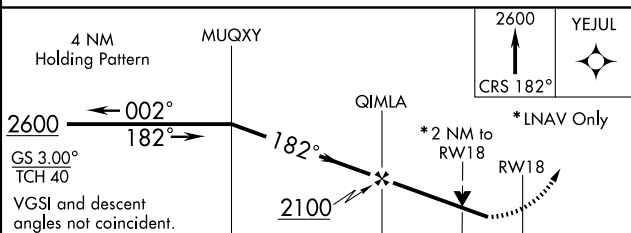
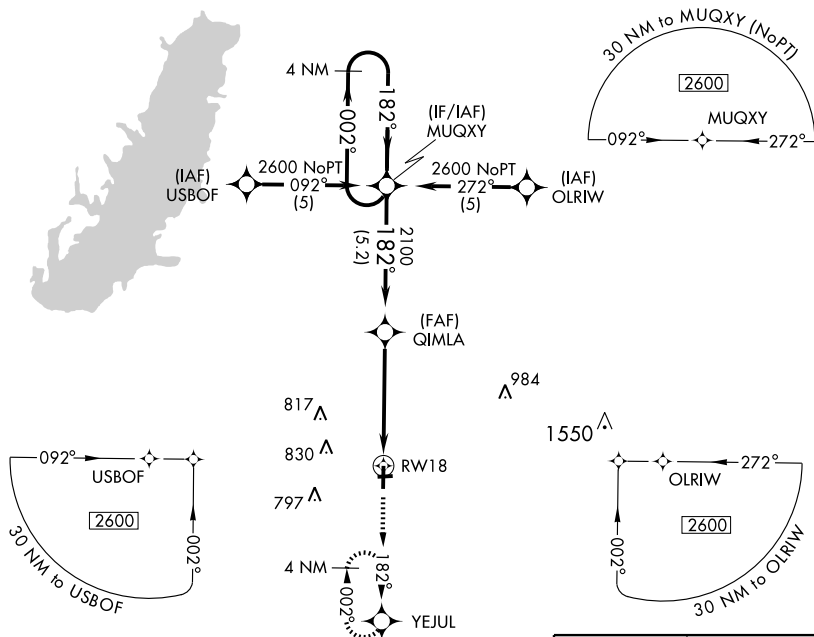
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 2600 via  
182° course to YEJUL WP and hold.

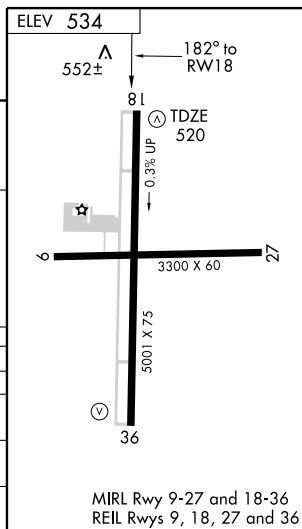
AWOS-3  
**121.125**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	900-1¼ 380 (400-1¼)			
RNAV MDA	1180-1 660 (700-1)	1180-1¼ 660 (700-1¼)	1180-2 660 (700-2)	
CIRCLING	1180-1¼ 646 (700-1¼)	1180-1¼ 646 (700-1¼)	1200-2 666 (700-2)	



APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>534</b> <b>534</b>
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**RNAV (GPS) RWY 36**

CENTRALIA MUNI (ENL)



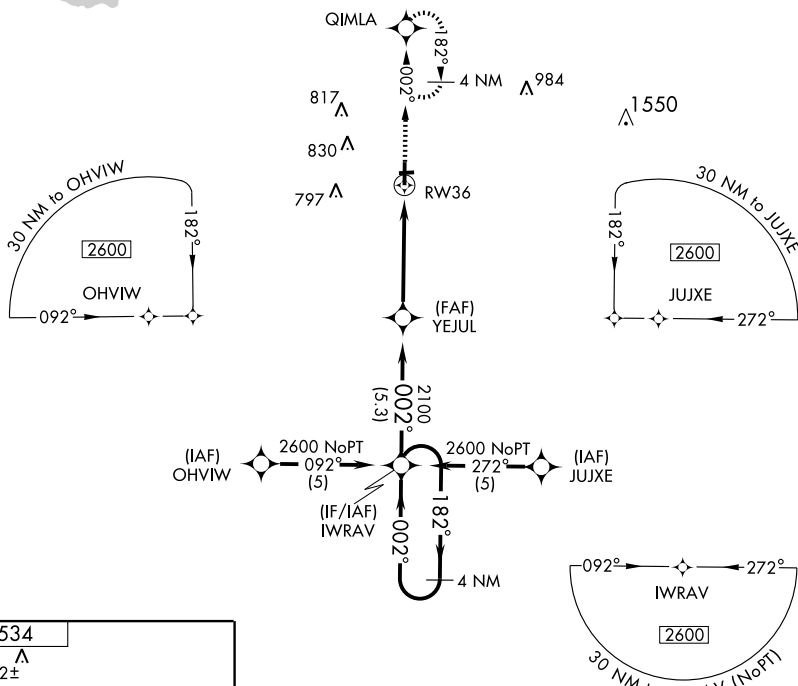
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 2600  
via 002° course to QIMLA WP and hold.

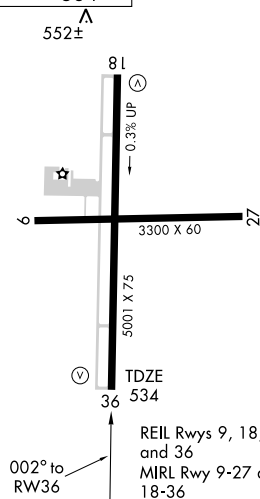
AWOS-3  
**121.125**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.8** (CTAF)



ELEV 534



<p>2600 QIMLA</p> <p>CRS 002°</p> <p>*LNAV Only</p> <p>*1.3 NM to RW36</p> <p>1.3 NM 3.4 NM 5.3 NM</p>			
<p>IWRAP 4 NM Holding Pattern</p> <p>YEJUL</p> <p>182° 002° 2600</p> <p>GS 3.00° TCH 40</p> <p>VGSI and descent angles not coincident.</p>			
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	920-1¼ 386 (400-1¼)		
LNAV MDA	980-1 446 (500-1)	980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	980-1¼ 446 (500-1¼)	1000-1¼ 466 (500-1¼)	1000-1½ 466 (500-1½)
			1200-2 666 (700-2)

CENTRALIA, ILLINOIS

Orig 08157

38° 31' N - 89° 05' W

CENTRALIA MUNI (ENL)  
**RNAV (GPS) RWY 36**

VORTAC ENL  
**115.0**  
Chan **97**

APP CRS  
**027°**

Rwy Idg	
TDZE	
Apt Elev	

N/A  
N/A  
534

VOR-A

CENTRALIA MUNI (ENL)

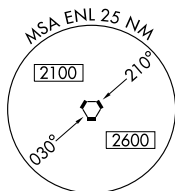
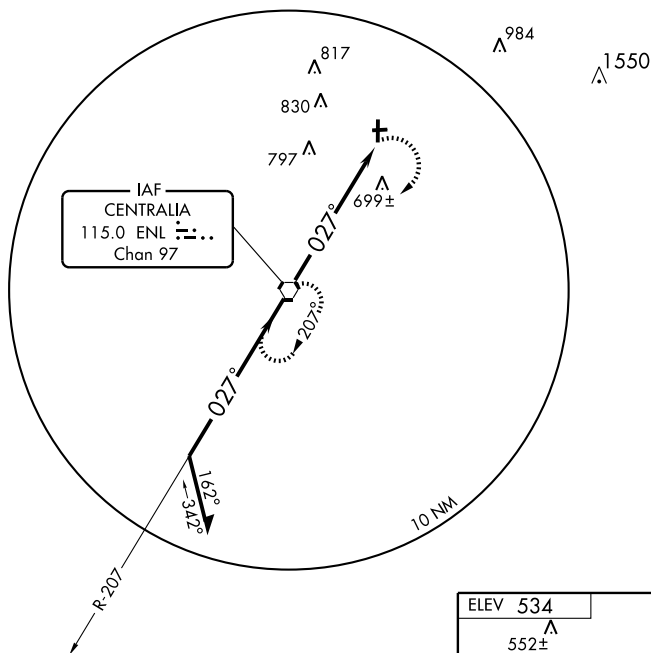


**MISSED APPROACH:** Climbing right turn to 2100 direct ENL VORTAC and hold.

AWOS-3  
**121.125**

KANSAS CITY CENTER  
127.7 317.7

UNICOM  
122.8 (CTAF)



Remain  
within 10 NM

2100

ENL



ENL

6.2

027° 4

from 1

1101

REIL Rwy 9, 18,  
27 and 36  
MIRL Rwy 9-27  
and 18-36

CATEGORY	A	B	C	D
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CENTRALIA, ILLINOIS

Amdt 1 08157

CENTRALIA MUNI (ENL)

VOR-A

38°31'N - 89°05'W

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



**D**

EC-3. 26 AUG 2010 to 23 SEP 2010



## CHAMPAIGN/URBANA

## UNIVERSITY OF ILLINOIS—WILLARD

(CMI) 5 SW UTC-6(-5DT) N40°02.33' W88°16.67'

CHICAGO

755 B S4 FUEL 100LL, JET A1 + OX 1 TPA-1505(750) Class I, ARFF Index B

H-5E, L-27C

NOTAM FILE CMI

IAP, AD

RWY 14L-32R: H8102X150 (ASPH-CONC-GRVD) S-100, D-180, 2S-175, 2D-260 HIRL

RWY 14L: VASI(V4L)—GA 3.0° TCH 31'.

RWY 32R: MALSR. VASI(V4L)—GA 3.0° TCH 54'.

RWY 04-22: H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-260 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'.

RWY 22: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 18-36: H5302X150 (CONC) S-40, D-50, 2D-90 MIRL

RWY 36: VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 14R-32L: H3817X75 (ASPH) S-12.5, D-12.5, 2S-175 MIRL

RWY 14R: PAPI(P4L)—GA 3.0° TCH 35'.

RWY 32L: PAPI(P4L)—GA 3.0° TCH 35'.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	14L-32R	3600
RWY 14L	04-22	3550
RWY 18	04-22	4100
RWY 22	18-36	4700
RWY 32R	04-22	4050
RWY 36	14L-32R	3950

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 14R: TORA-3817 TODA-3817 ASDA-3817 LDA-3817

RWY 32L: TORA-3817 TODA-3817 ASDA-3817 LDA-3817

**AIRPORT REMARKS:** Attended 1200-0400Z†. Rwy 18-36 CLOSED 0500-1200Z†. Rwy 18-36 CLOSED to scheduled air carrier ops 10 seats or more and clsd to unscheduled air carrier ops greater than 30 passenger seats. Avbl for air carrier taxi only. Rwy 14R-32L CLOSED 0500-1200Z†. Birds on and in/ovf arpt. AER 22 and 32 not visible from each other. Rwy 14L and Rwy 18 apch ends are closely aligned. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0400-1200Z†, call arpt manager 217-244-8634/8764. Taxiing acft should use caution in early morning and late afternoon hrs; sun glare may make visual recognition of signs and pavement markings difficult. Twy A5 and Twy C1 southwest of Rwy 14L-32R closed to acft over 11800 lbs. Twy A6 and A7, adjacent to ramp, not visible from the control twr. When twr is clsd Rwy 32R is the preferred calm wind rwy. When twr clsd HIRL Rwy 14L-32R preset on radio control, to increase ints and ACTIVATE MIRL Rwy 04-22 and MALSR Rwy 32R—CTAF. Itinerant parking on SE ramp only.

**WEATHER DATA SOURCES:** ASOS (217) 352-9118.**COMMUNICATIONS:** CTAF 120.4 ATIS 124.85 UNICOM 122.95

CHAMPAIGN RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA RCO 122.45 (ST LOUIS RADIO)

⑦ CHAMPAIGN APP/DEP CON 132.85 (136°-315°) 121.35 (316°-135°) 133.97 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

CHAMPAIGN TOWER 120.4 118.25 (1200-0500Z†) GND CON 121.8 CLNC DEL 128.75

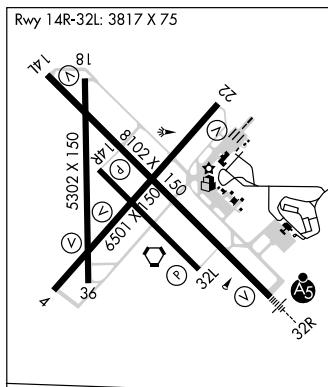
**AIRSPACE:** CLASS C svc 1200-0500Z† etc APP CON other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' at fld. 745/3E.

VEALS NDB (LOM) 407 CM N39°57.97' W88°10.95' 315° 6.2 NM to fld.

ILS 109.1 I-CMI Rwy 32R. Class IE. LOM VEALS NDB. ILS unmonitored when twr clsd.

ASR (1200-0500Z†)



APP CRS	Rwy Idg	<b>5302</b>
<b>179°</b>	TDZE	<b>753</b>
	Apt Elev	<b>754</b>

# GPS RWY 18

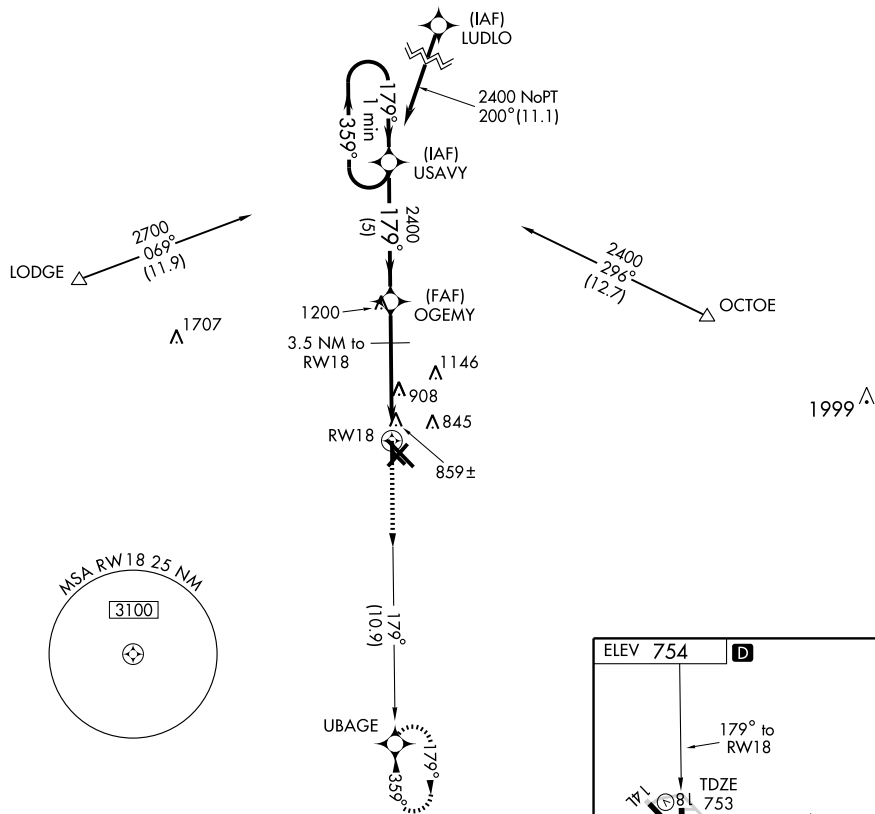
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)



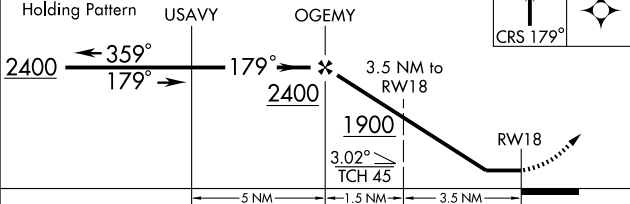
**ANA**  
**ASR**

**MISSED APPROACH:** Climb to 2400 via course 179° to UBAGE WP and hold.

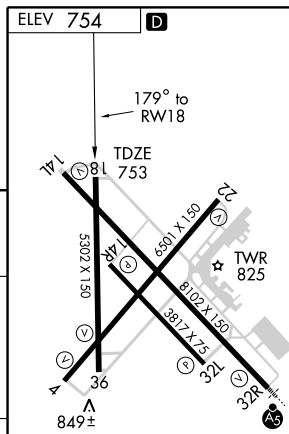
ATIS <b>124.85</b>	CHAMPAIGN APP CON ★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER ★ <b>120.4</b> (CTAF) <b>0 229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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## One Minute Holding Pattern



CATEGORY	A	B	C	D
S-18	1160-1	407 (500-1)	1160-1¼	407 (500-1¼)
CIRCLING	1220-1	466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)



HIRL Rwy 14L-32R **L**  
MIRL Rwy 4-22 **L**  
MIRL Rwy 14R-32L and 18-36

CHAMPAIGN-URBANA, ILLINOIS  
Orig-B 09295

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

40° 02' N-88° 17' W

## GPS RWY 18

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS <b>359°</b>	Rwy Idg <b>5302</b>
TDZE <b>753</b>	
Apt Elev <b>754</b>	

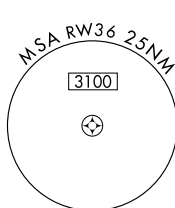
**GPS RWY 36**

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

▼  
 ▲NA  
 ASR

MISSED APPROACH: Climb to 2400 direct USAVY WP and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON ★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER ★ <b>120.4</b> (CTAF) <b>229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
-----------------------	--	---	-------------------------	---------------------------	-------------------------



▲ 1707

▲ 1200

▲ 1146

▲ 908

▲ 845

RW36

(FAF)  
YOFIT

BEMEN  
 2400  
 109°  
 (10.6)

1999 ▲

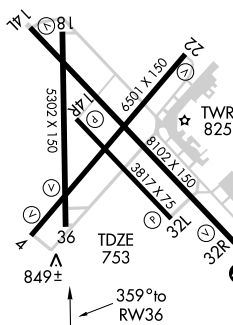
ELEV 754

D

HIRL Rwy 14L-32R

MIRL Rwy 4-22

MIRL Rwy 14R-32L and 18-36



2400 NoPT  
001° (12.8)

(IAF)  
UBAGE

1 min

359°

(IAF)  
ARCOL

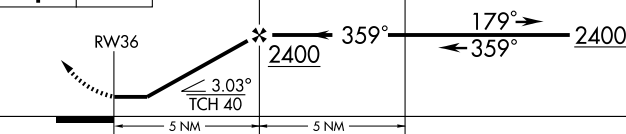
2400  
272°  
(15.8)



YOFIT

UBAGE

One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-36	1100-1 347 (400-1)			1100-1¼ 347 (400-1¼)
CIRCLING	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	1320-2 566 (600-2)

CHAMPAIGN-URBANA, ILLINOIS  
 Orig-B 09295

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)  
 40° 02'N-88° 17'W

**GPS RWY 36**

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-CMI <b><u>109.1</u></b>	APP CRS <b>316°</b>	Rwy Idg <b>8102</b> TDZE <b>750</b> Apt Elev <b>755</b>
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ILS or LOC RWY 32R  
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

**T** \*RVR 1800 authorized with the use of FD or AP or HUD to DA.  
**A** When local altimeter setting not received, use Rantoul altimeter  
 ASR setting and increase DA 41 feet, and all MDA 60 feet, increase  
 S-LOC 32R Cat. C visibility to RVR 4000.

MAISR

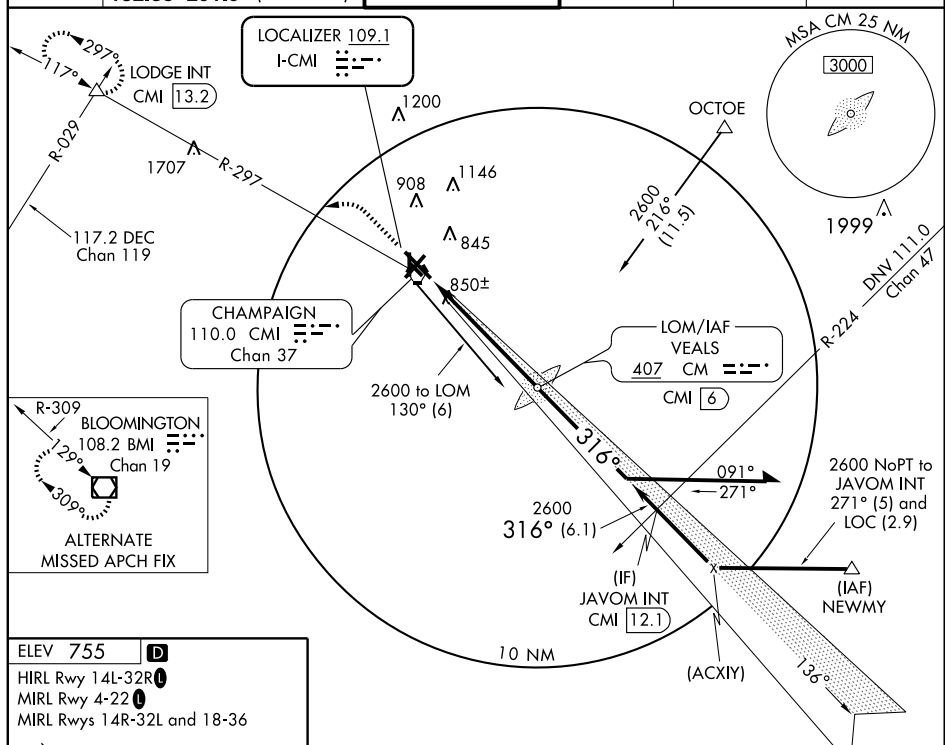


**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI VORTAC 13.2 DME and hold.

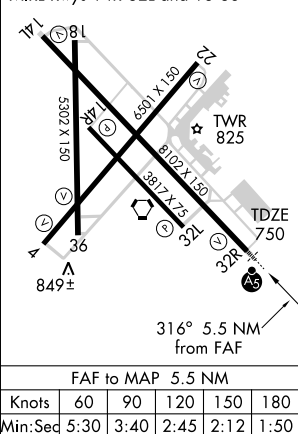
ATIS <b>124.85</b>	CHAMPAIGN APP CON★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)
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CHAMPAIGN TOWER ★  
120.4 (CTAF) **L** 229.4

GND CON  
**121.8**

CLNC DEL  
128.75UNICOM  
122.95

ELEV 755	<b>D</b>
HIRL Rwy 14L-32R <b>L</b>	
MIRL Rwy 4-22 <b>L</b>	
MIRL Rwy 14R-32L and 18-36	



CHAMPAIGN-URBANA, ILLINOIS  
Amdt 12 10210

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

40° 02' N-88° 17' W

ILS or LOC RWY 32R

EC-3. 26 AUG 2010 to 23 SEP 2010

LOC I-CMI  
**109.1**

APP CRS  
**136°**

Rwy Idg  
TDZE **754**  
Apt Elev **754**

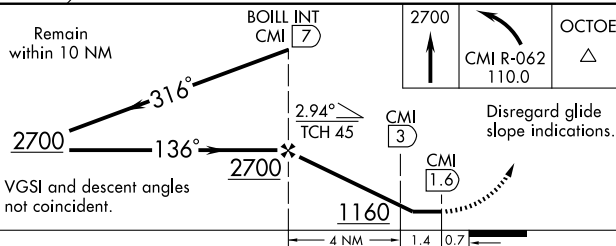
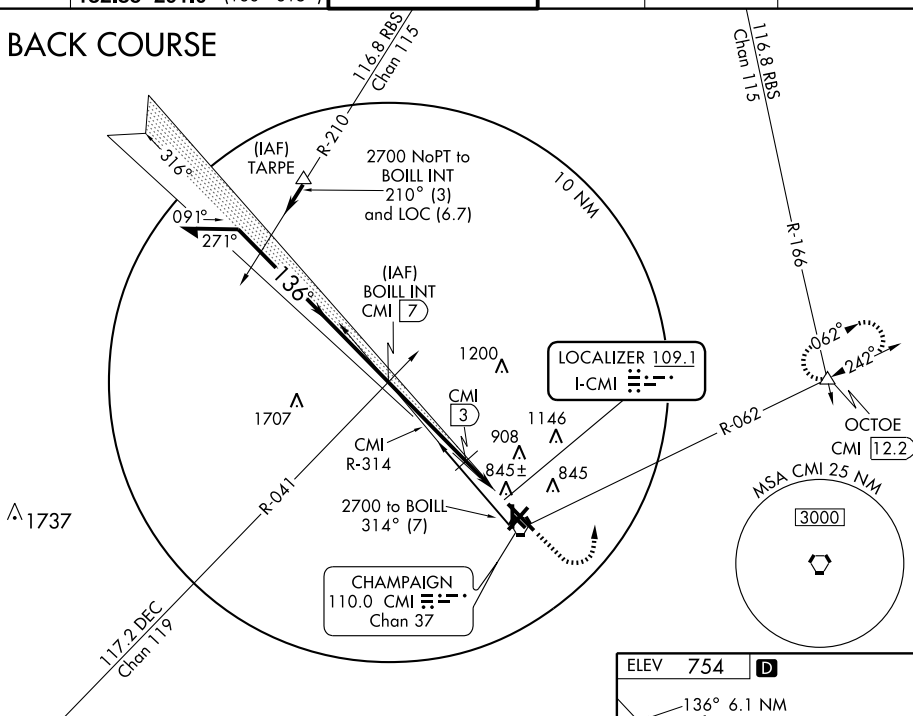
**LOC BC RWY 14L**  
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)



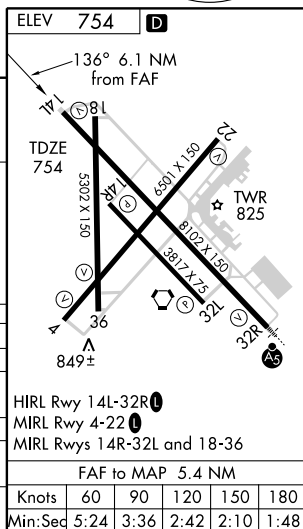
MISSED APPROACH: Climb to 2700, then left turn via CMI R-062 to OCTOE Int and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER★ <b>120.4</b> (CTAF) <b>0 229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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## BACK COURSE



CATEGORY	A	B	C	D
S-14L	1160-1	406 (500-1)	1160-1 1/4	406 (500-1 1/4)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1 1/2 466 (500-1 1/2)	1320-2 566 (600-2)
DME MINIMUMS				
S-14L	1100-1 346 (400-1)			1100-1 1/4 346 (400-1 1/4)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1 1/2 466 (500-1 1/2)	1320-2 566 (600-2)



LOM CM <b>407</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>8102</b> <b>750</b> <b>755</b>
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# NDB RWY 32R

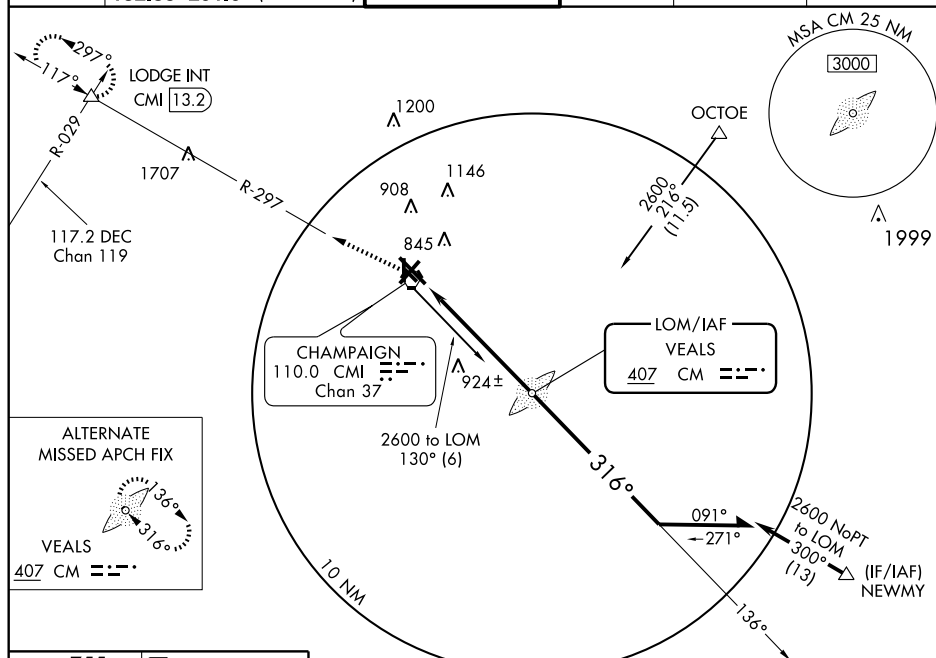
## CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat. C visibility to RVR 5000, Cat. D visibility to 1½ miles.

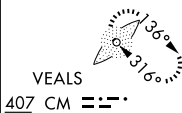


MISSED APPROACH: Climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER★ <b>120.4</b> (CTAF) <b>229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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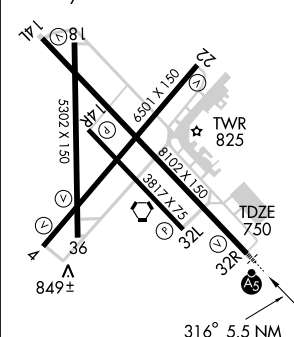
ALTERNATE  
MISSED APCH FIX



ELEV 755

D

HIRL Rwy 14L-32R  
MIRL Rwy 4-22  
MIRL Rwy 14R-32L and 18-36



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CHAMPAIGN-URBANA, ILLINOIS  
Amdt 11 09295

CATEGORY	A		B		C		D	
	S-32R		1240/40 490 (500-¾)		1240/60 490 (500-1¼)			
CIRCLING	1240-1 485 (500-1)		1240-1½ 485 (500-1½)		1320-2 565 (600-2)			

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)  
40° 02'N-88° 17'W

# NDB RWY 32R

WAAS CH <b>58311</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE <b>751</b> Apt Elev <b>755</b>	<b>6501</b> <b>751</b> <b>755</b>
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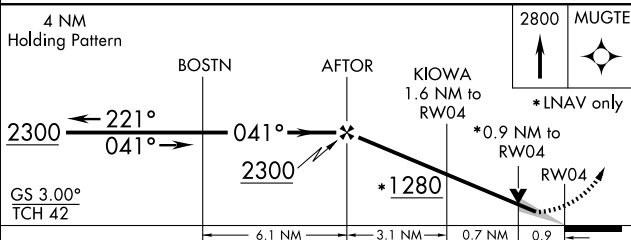
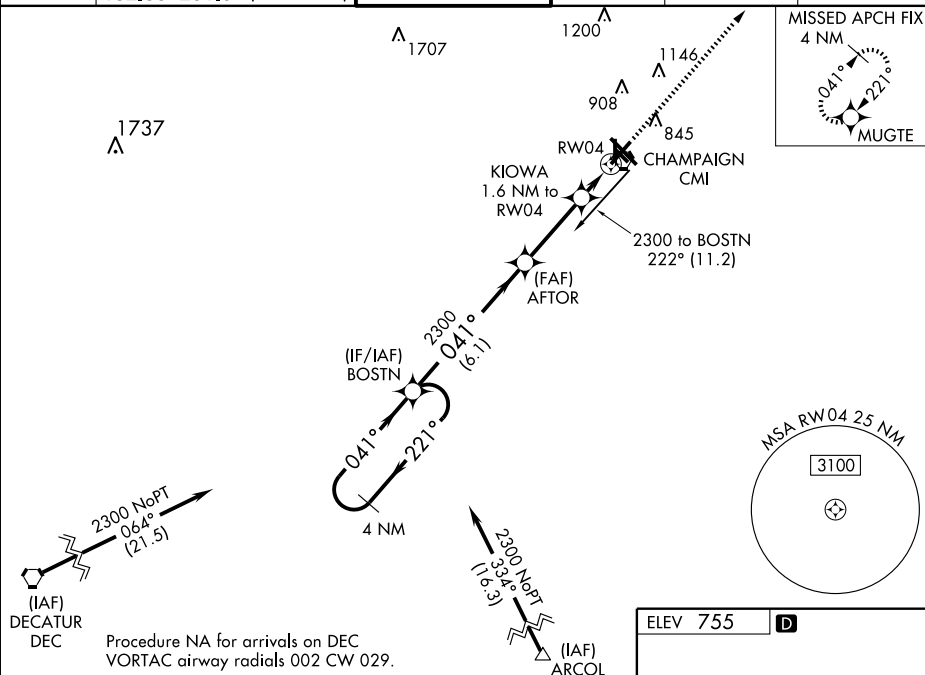
# RNAV (GPS) RWY 4

## CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMT)

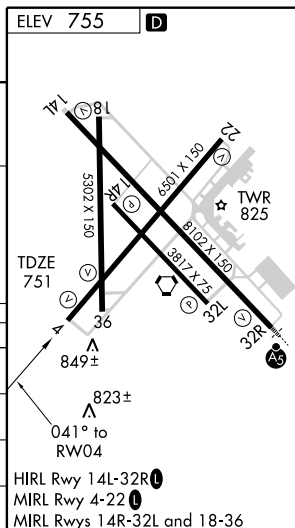
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

**MISSED APPROACH:** Climb to 2800 direct MUGTE and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON★ <b>121.35 285.65</b> (316° -135°) <b>132.85 291.0</b> (136° -315°)	CHAMPAIGN TOWER★ <b>120.4</b> (CTAF) <b>0 229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1001-1 250 (300-1)			
LNAV/ VNAV DA	1083-1¼ 332 (400-1¼)			
LNAV MDA	1080-1 329 (400-1)			
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)





APP CRS <b>221°</b>	Rwy Idg <b>749</b>	<b>6501</b>
	Apt Elev <b>754</b>	

**RNAV (GPS) RWY 22**

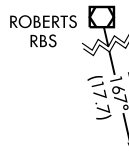
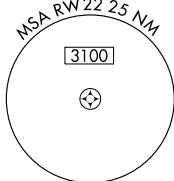
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

**▽**  
**▲** NA  
ASR

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 then  
right turn direct LODGE WP and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON ★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER ★ <b>120.4</b> (CTAF) <b>0 229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals on  
DNV VORTAC radials 209  
CW 328 and RBS VOR/DME  
radials 106 CW 225.



1707

1200

1146

908

RW22

845

JESDI

2.1 NM

to RW22

(IAF) VINEY

2800

270°

(24)

DANVILLE DNV

2800

193°

(6.8)

MUGTE

2400

221°

(6)

(FAF) CAXUK

1999

ELEV 754

D

221° to RW22

TDZE 749

TWR 825

5302 x 150

6501 x 150

8102 x 150

3817 x 75

32R

32L

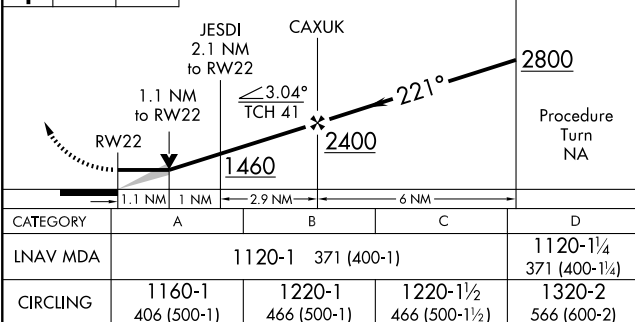
36

849±

HIRL Rwy 14L-32R

MIRL Rwy 4-22

MIRL Rwy 14R-32L and 18-36



WAAS CH <b>61110</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>8102</b> TDZE <b>749</b> Apt Elev <b>754</b>
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# RNAV (GPS) RWY 32R

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMT)

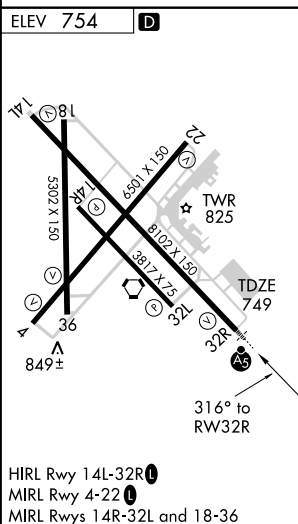
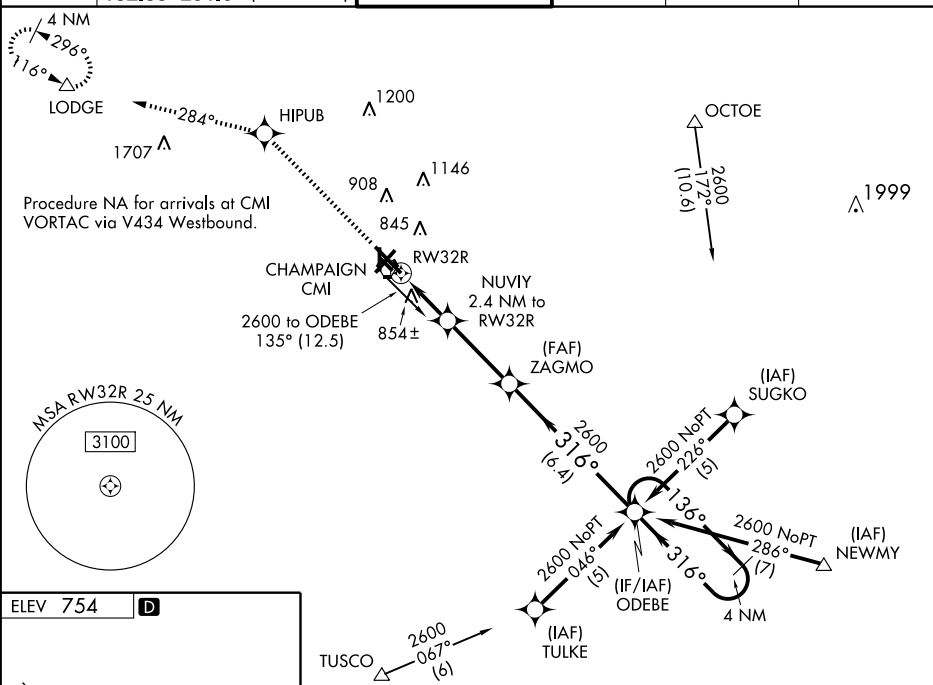
**▼**  
**▲**  
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat. C visibility to RVR 4000. For inoperative MALSRS, increase LNAV Cat. D visibility to RVR 6000.



**MISSED APPROACH:**  
Climb to 2800 direct  
HIPUB and via 284°  
track to LODGE  
and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER★ <b>120.4</b> (CTAF) <b>229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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2800	HIPUB	TRK 284°	LODGE	VGSI and RNAV glidepath not coincident.			
				ZAGMO	ODEBE	4 NM Holding Pattern	
*LNAV only. *1 NM to RW32R				NUVIY 2.4 NM to RW32R	316° → 2600 ← 316°		
				*1560	GS 3.00° TCH 52		
1 NM				1.4 NM	3.2 NM	6.4 NM	
CATEGORY	A		B		C		D
LPV DA			999/24		250 (300-½)		
LNAV/VNAV DA			1153/50		404 (400-1)		
LNAV MDA	1120/24		371 (400-½)		1120/50		371 (400-1)
CIRCLING	1160-1 406 (500-1)		1220-1 466 (500-1)		1220-1½ 466 (500-1½)		1320-2 566 (600-2)



## VOR/DME RWY 22

VORTAC CMI  
110.0  
Chan 37

APP CRS  
207°

Rwy Idg  
TDZE  
Apt Elev

6501  
749  
754

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

V  
ASR

MISSED APPROACH: Climb to 2800 then  
right turn via heading 340° and CMI R-297  
to LODGE Int/CMI 13.2 DME and hold.

ATIS  
124.85

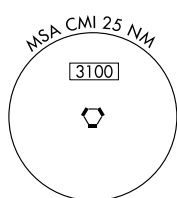
CHAMPAIGN APP CON ★  
121.35 285.65 (316°-135°)  
132.85 291.0 (136°-315°)

CHAMPAIGN TOWER ★  
120.4 (CTAF) 0 229.4

GND CON  
121.8

CLNC DEL  
128.75

UNICOM  
122.95



IAF  
ROBERTS  
116.8 RBS  
Chan 115

2800 NoPT  
165° (17.7)

VINEY INT  
CMI 18

2800 NoPT  
268° (24)

2800 to FASOB  
207° (6)

FASOB  
CMI 12

IAF  
DANVILLE  
111.0 DNV  
Chan 47

LODGE  
CMI 13.2

(IAF)  
ENOYE  
CMI 12

2800 to ENOYE  
117° (1.2)

1200

1146

908

852±

845

JOKOP  
CMI 2.8

LOLIY  
CMI 0.7

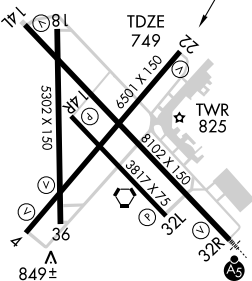
2800 to STADI  
027° (6)

CHAMPAIGN  
110.0 CMI  
Chan 37

ELEV 754

D

207° to  
LOLIY



2800  
HDG 340°  
CMI R-297  
LODGE  
110.0

STADI  
CMI 6

Remain  
within 10 NM

LOLIY  
CMI 0.7

JOKOP  
CMI 2.8

VORTAC  
CMI 1.7

2800

207°

2500

CATEGORY	A	B	C	D
S-22	1120-1	371 (400-1)		1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R 0

MIRL Rwy 4-22 0

MIRL Rwy 14R-32L and 18-36

CHAMPAIGN-URBANA, ILLINOIS  
Amdt 8 09295

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

40° 02'N-88° 17'W

VOR/DME RWY 22

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CMI  
Chan **37**

APP CRS  
**052°**

Rwy Idg  
TDZE **751**  
Apt Elev **755**

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

ATIS  
**124.85**

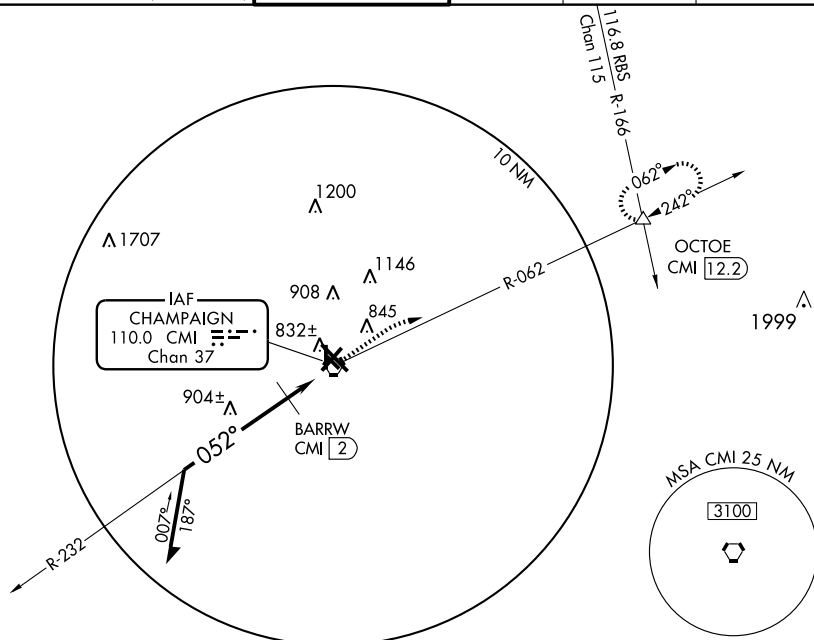
CHAMPAIGN APP CON ★  
**121.35 285.65** (316°-135°)  
**132.85 291.0** (136°-315°)

CHAMPAIGN TOWER ★  
**120.4** (CTAF) **229.4**

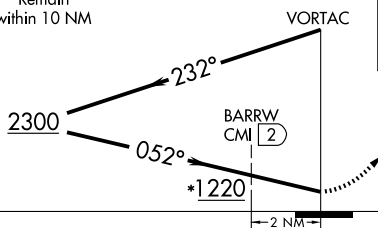
GND CON  
**121.8**

CLNC DEL  
**128.75**

UNICOM  
**122.95**



Remain  
within 10 NM



2000

2700

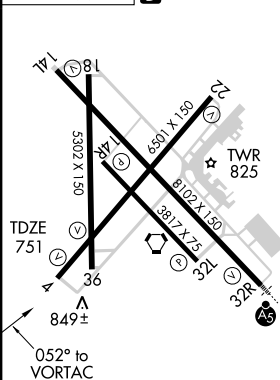
OCTOE

CMI R-062  
110.0

\*1280 when using Rantoul  
altimeter setting.

ELEV 755

D



CATEGORY	A	B	C	D
S-4	1220-1	469 (500-1)	1220-1¼ 469 (500-1¼)	1220-1½ 469 (500-1½)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)
BARRW FIX MINIMUMS				
S-4	1140-1	389 (400-1)	1140-1¼ 389 (400-1¼)	1140-1½ 389 (400-1½)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R  
MIRL Rwy 4-22  
MIRL Rws 14R-32L and 18-36

## VOR RWY 18

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

VORTAC CMI  
Chan **37**

APP CRS  
**164°**

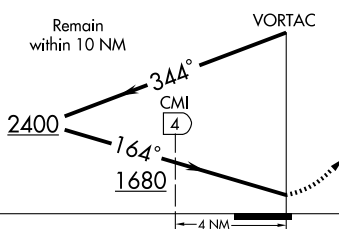
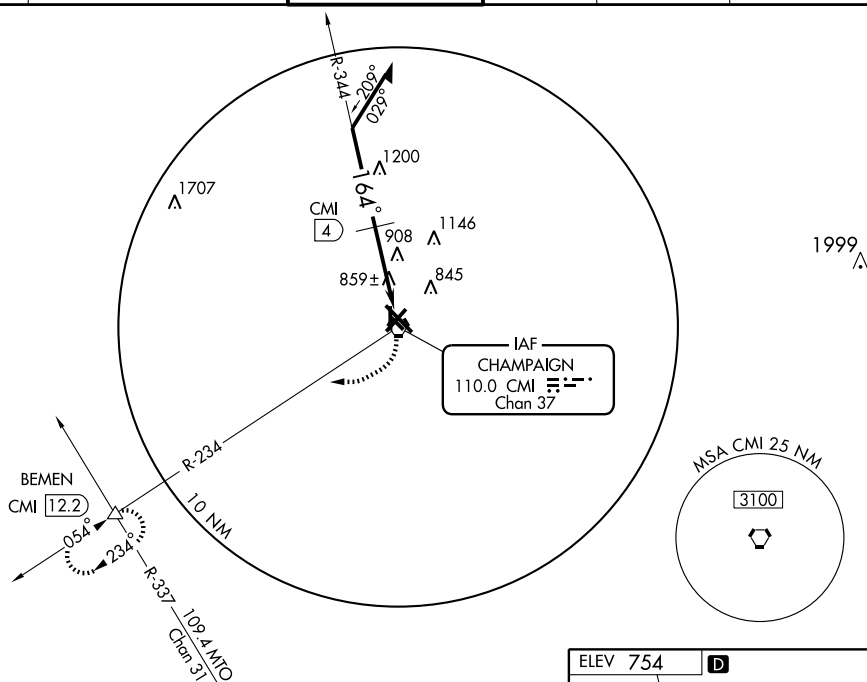
Rwy Idg  
TDZE **753**  
Apt Elev **754**

**5302**  
**753**  
**754**

NA  
ASR

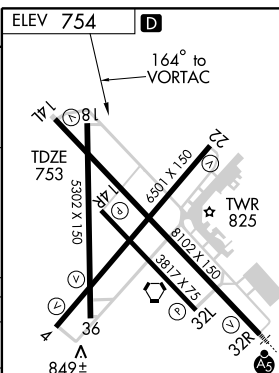
MISSED APPROACH: Climbing right turn to 2500 via  
CMI R-234 to BEMEN Int and hold.

ATIS <b>124.85</b>	CHAMPAIGN APP CON ★ <b>121.35 285.65</b> (316°-135°) <b>132.85 291.0</b> (136°-315°)	CHAMPAIGN TOWER ★ <b>120.4</b> (CTAF) <b>229.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.75</b>	UNICOM <b>122.95</b>
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2500  
CMI R-234  
110.0

BEMEN  
△



CATEGORY	A	B	C	D
S-18	1680-1¼ 927 (1000-1¼)		1680-2¾ 927 (1000-2¾)	1680-3 927 (1000-3)
CIRCLING	1680-1¼ 926 (1000-1¼)		1680-2¾ 926 (1000-2¾)	1680-3 926 (1000-3)
DME MINIMUMS				
S-18	1220-1 467 (500-1)		1220-1¼ 467 (500-1¼)	1220-1½ 467 (500-1½)
CIRCLING	1220-1 466 (500-1)	1240-1 486 (500-1)	1240-1½ 486 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R  
MIRL Rwy 4-22  
MIRL Rwy 14R-32L and 18-36

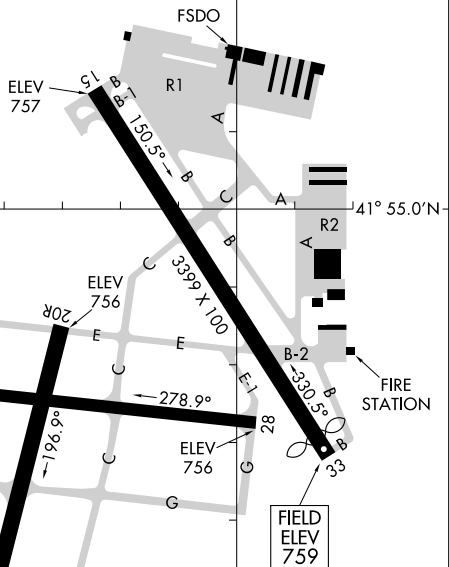
## AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/DUPAGE (DPA)  
CHICAGO (WEST CHICAGO), ILLINOIS

ATIS  
124.8  
DUPAGE TOWER  
120.9 257.8  
GND CON  
121.8  
CLNC DEL  
119.75

△ 908



CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 02L-20R  
S-30, D-45  
RWY 02R-20L  
S-30, D-45  
RWY 10-28  
S-30, D-45  
RWY 15-33  
S-30, D-45, 2D-100

## AIRPORT DIAGRAM

CHICAGO (WEST CHICAGO), ILLINOIS  
CHICAGO/DUPAGE (DPA)

**CHICAGO/WAUKEGAN****WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'**CHICAGO**727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A IAP, AD**RWY 05-23:** H6000X150 (ASPH-PFC) S-95, D-120, 2S-152, 2D-200 HIRL**RWY 05:** VASI(V4L)—GA 3.0° TCH 37'. Road.**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.**RWY 14-32:** H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW**RWY 14:** VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Attended continuously. Birds on and in/ov arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgs—CTAF. A110-02

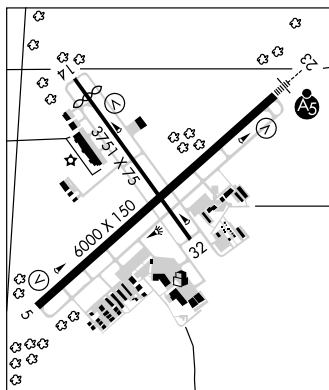
ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

**WEATHER DATA SOURCES:** ASOS (847) 782-0876.**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

⑧ **CHICAGO APP/DEP CON** 120.55**TOWER** 120.05 (1200-0200Z±) **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0200Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VOR/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.**ILS** 110.7 I-UGN Rwy 23. **LOM WAUKE NDB.** LOC only.**CHICAGO (WEST CHICAGO)****DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'**CHICAGO**759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA**COPTER****RWY 02L-20R:** H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL

H-5E, L-28H, A

**RWY 02L:** MALSR. TDZL.

IAP, AD

**RWY 20R:** PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 02R-20L:** H5101X100(CONC-GVRD) S-30, D-45 MIRL**RWY 02R:** Bldg. Rgt tfc.**RWY 10-28:** H4750X75 (ASPH-PFC) S-30, D-45 HIRL**RWY 10:** LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 15-33:** H3399X100 (ASPH) S-30, D-45, 2D-100 MIRL**RWY 15:** REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.**RWY 33:** REIL. Thld dsplcd 190'. Tree.**AIRPORT REMARKS:** Attended continuously. Deer, birds and migratory waterfowl on and in/ov arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRs.**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

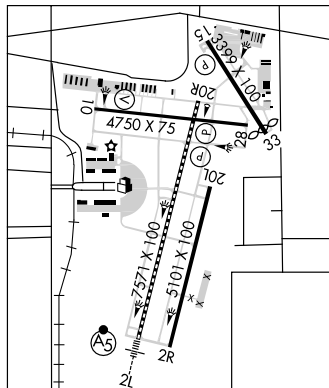
RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

⑧ **APP/DEP CON** 133.5**TOWER** 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**(L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°-310° byd 35 NM

DME unusable 290°-340° byd 35 NM

**ILS** 111.7 I-GVK Rwy 02L.**ILS** 109.5 I-DPA Rwy 10.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.**ST LOUIS****NDB (MHW)** 263 CVM at St Louis Rgnl.

A

**COLES CO MEML** (See MATTOON-CHARLESTON)



LOC I-GVK **111.7**  
APP CRS **015°**  
Rwy Idg **7571**  
TDZE **754**  
Apt Elev **759**

**ILS or LOC RWY 2L**  
CHICAGO/DUPAGE (DPA)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. Increase S-LOC 2L and Circling Cats C, D visibility  $\frac{1}{4}$  mile.

MALSR  
AS

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

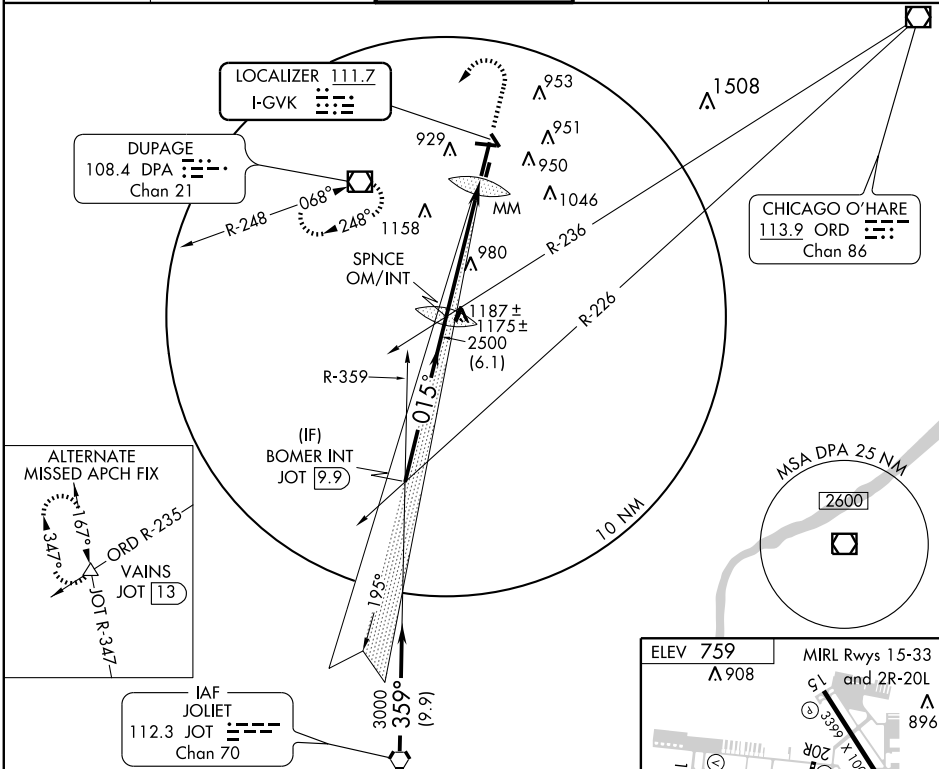
ATIS  
**124.8**

CHICAGO APP CON  
**133.5 349.0**

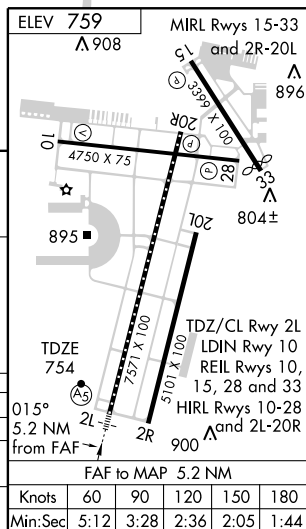
DUPAGE TOWER  
**120.9 257.8**

GND CON  
**121.8**

CLNC DEL  
**119.75**



VORTAC	BOMER INT JOT 9.9	SPNCE OM/INT	1200	3000	DPA
Procedure Turn NA					
3000	359°	015°			
GS 3.00° TCH 50		2500			
	9.9 NM	6.1 NM	4.8 NM	0.4	
CATEGORY	A	B	C	D	
S-ILS 2L	954- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )				
S-LOC 2L	1400- $\frac{1}{2}$ 646 (700- $\frac{1}{2}$ )		1400-1 $\frac{1}{4}$ 646 (700-1 $\frac{1}{4}$ )	1400-1 $\frac{1}{2}$ 646 (700-1 $\frac{1}{2}$ )	
CIRCLING	1400-1 641 (700-1)		1400-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$ )	1400-2 641 (700-2)	



LOC I-DPA <b>109.5</b>	APP CRS <b>097°</b>	Rwy Idg TDZE <b>4750</b> Apt Elev <b>756</b> <b>758</b>
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# ILS or LOC RWY 10

CHICAGO/ DUPAGE (DPA)

**▼** Air carrier landing visibility reduction for local conditions not authorized.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 direct JOT VORTAC and hold.

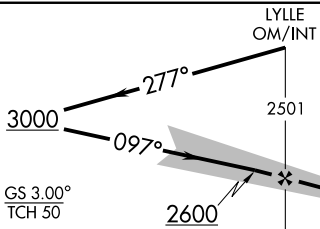
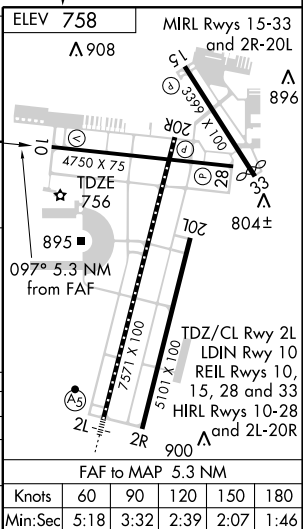
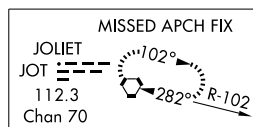
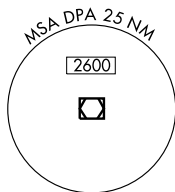
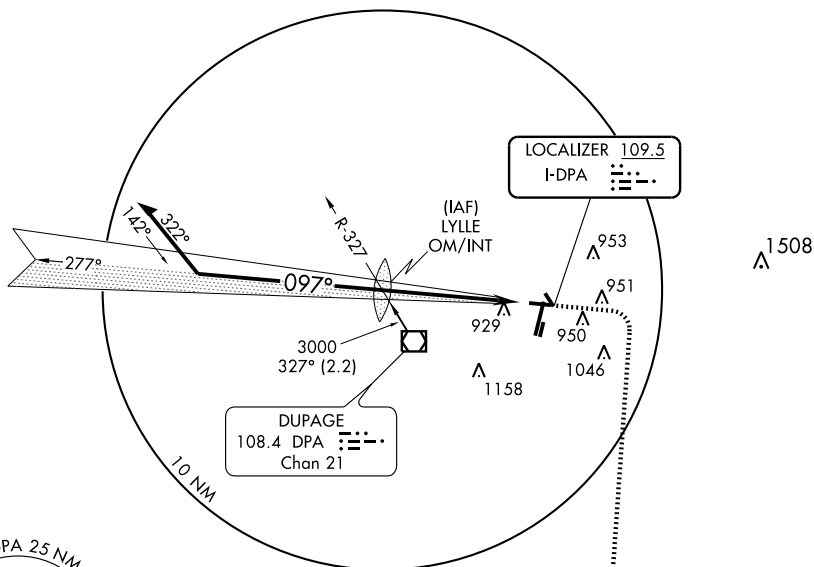
ATIS  
**124.8**

CHICAGO APP CON  
**133.5 349.0**

DUPAGE TOWER  
**120.9 257.8**

GND CON  
**121.8**

CLNC DEL  
**119.75**



CATEGORY	A	B	C	D
S-ILS 10		1006-3/4	250 (300-3/4)	
S-LOC 10	1180-1	424 (500-1)	1180-1 1/4	424 (500-1 1/4)
CIRCLING	1260-1	502 (600-1)	1360-1 3/4	1360-2
			602 (700-1 3/4)	602 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



APP CRS <b>195°</b>	Rwy Idg	<b>7571</b>
	TDZE	<b>758</b>
	Apt Elev	<b>758</b>

RNAV (GPS) RWY 20R  
CHICAGO/ DUPAGE (DPA)

**T** When local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 40 feet and LNAV Cat D visibility  $\frac{1}{4}$  mile.

**A** VDP NA using Aurora altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct FABUG then via 187° track to JOT VORTAC and hold.

ATIS  
124.8

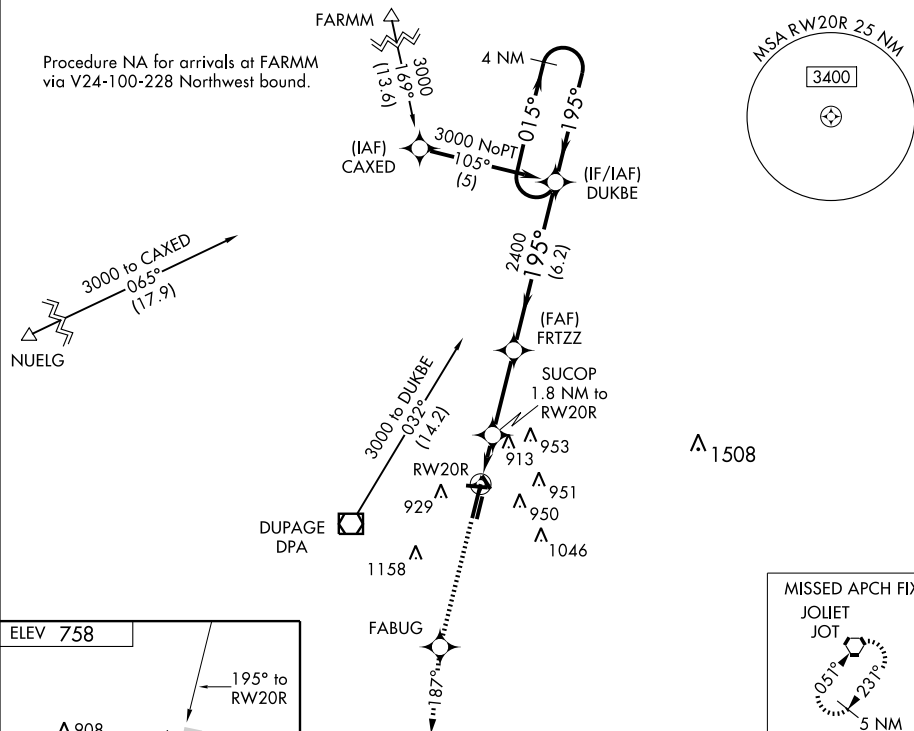
CHICAGO APP CON  
133.5 349.0

DUPAGE TOWER  
120.9 257.8

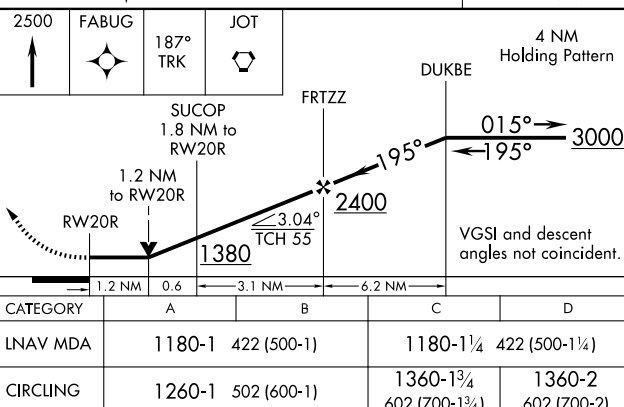
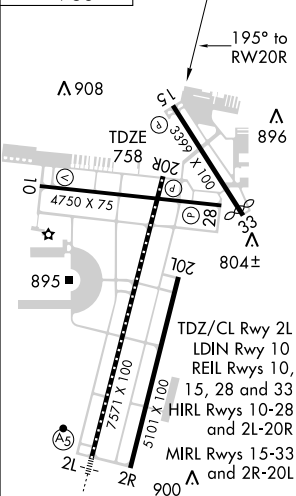
GND CON  
121.8

CLNC DEL  
119.75

### Procedure NA for arrivals at FARMM via V24-100-228 Northwest bound.



ELEV 758



CHICAGO (WEST CHICAGO), ILLINOIS  
Orig 10210

41°54'N - 88°15'W

CHICAGO/ DUPAGE (DPA)  
RNAV (GPS) RWY 20R

EC-3. 26 AUG 2010 to 23 SEP 2010

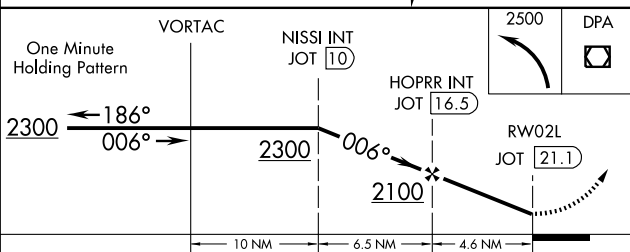
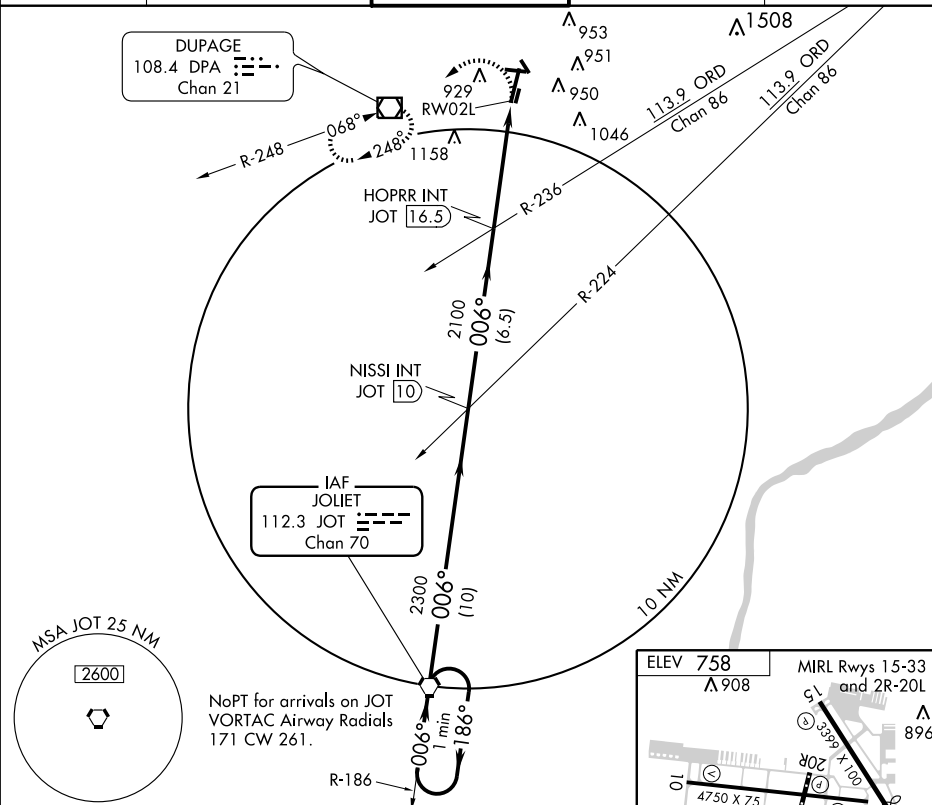
VORTAC JOT <b>112.3</b> Chan <b>70</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>7571</b> <b>754</b> <b>758</b>
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# VOR or GPS RWY 2L

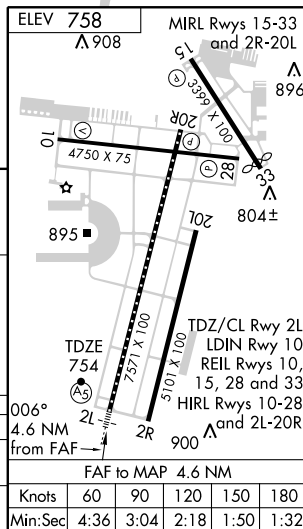
CHICAGO/DUPAGE (DPA)

		MISSED APPROACH: Climbing left turn to 2500 direct DPA VOR/DME and hold.

ATIS <b>124.8</b>	CHICAGO APP CON <b>133.5 349.0</b>	DUPAGE TOWER <b>120.9 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.75</b>
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CATEGORY	A	B	C	D
S-2L	1420-1/2 666 (700-1/2)	1420-3/4 666 (700-3/4)	1420-1 1/4 666 (700-1 1/4)	1420-1 1/2 666 (700-1 1/2)
CIRCLING	1420-1 662 (700-1)	1420-1 1/4 662 (700-1 1/4)	1420-1 3/4 662 (700-1 3/4)	1420-2 662 (700-2)



VOR/DME DPA  
**108.4**  
 Chan **21**

APP CRS  
**068°**

Rwy Idg  
 TDZE **4750**  
 Apt Elev **759**

**VOR RWY 10**  
 CHICAGO/DUPAGE (DPA)



Visibility reduction by helicopters NA.

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 40 feet.  
 VDP NA with Aurora altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

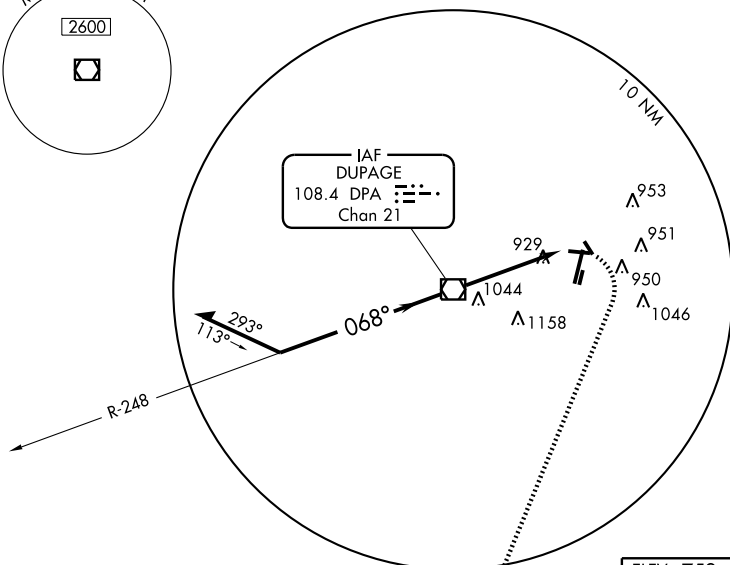
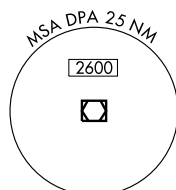
ATIS  
**124.8**

CHICAGO APP CON  
**133.5 349.0**

DUPAGE TOWER  
**120.9 257.8**

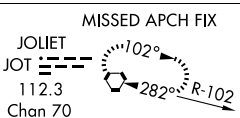
GND CON  
**121.8**

CLNC DEL  
**119.75**



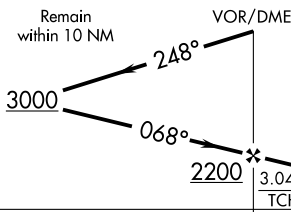
IAF  
 DUPAGE  
 108.4 DPA  
 Chan 21

1508



MISSED APCH FIX

JOLIET  
 JOT  
 112.3  
 Chan 70



Remain  
 within 10 NM

VOR/DME

3000

248°

068°

2200

3.04°

TCH 50

3.1 NM

DPA

3.1

DPA

4.3

1.2 NM

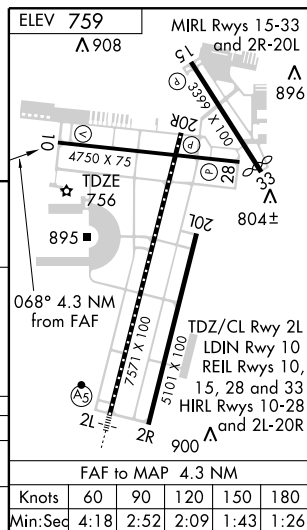
2500

JOT

102°

282°

R-102



ELEV 759

1908

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

4750 x 75

TDZE 756

895

068° 4.3 NM from FAF

7571 x 100

5101 x 100

900

2L

2R

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

MIRL Rwy 15-33 and 2R-20L

896

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

282°

4750 x 75

TDZE 756

895

068° 4.3 NM from FAF

7571 x 100

5101 x 100

900

2L

2R

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

TDZ/CL Rwy 2L

LDIN Rwy 10

REIL Rwy 10,

15, 28 and 33

HIRL Rwy 10-28

and 2L-20R

900

2L

2R

102°

282°

R-102

102°

282°

R-102

102°

282°

R-102

102°

**LANSING MUNI** (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 09-27: H3395X75 (ASPH-PFC) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

**AIRPORT REMARKS:** Attended 1300-0100Z. Birds on and invof arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dspcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

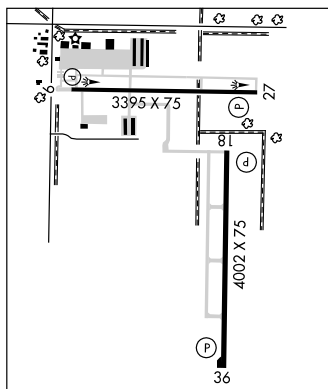
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).

Ⓡ CHICAGO APP/DEP CON 118.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60' W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-XJX Chan 28(Y) Rwy 36. LOC only.



## CHICAGO/AURORA

**AURORA MUNI** (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

RWY 09: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Tree.

RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 42'.

RWY 15-33: H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL

RWY 15: REIL. PAPI(P4L)-GA 3.0° TCH 34'. Tree.

RWY 33: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 48'. Tree.

RWY 18-36: H3198X75 (ASPH) S-30 MIRL

RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 30'. Pole.

RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 34'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

**AIRPORT REMARKS:** Attended Mon-Sat 1100-0600Z, Sun 1300-0400Z. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts-CTAF.

**WEATHER DATA SOURCES:** ASOS 125.85 (630) 466-4024. LAWRS.

**COMMUNICATIONS:** CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 133.5 CLNC DEL 121.7 (When twr clsd)

TOWER 120.6 (1300-0300Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

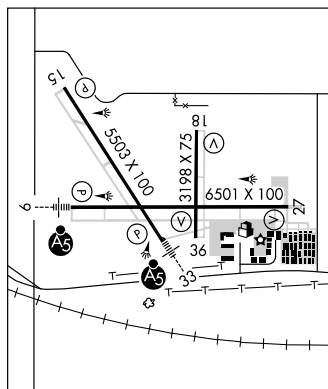
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

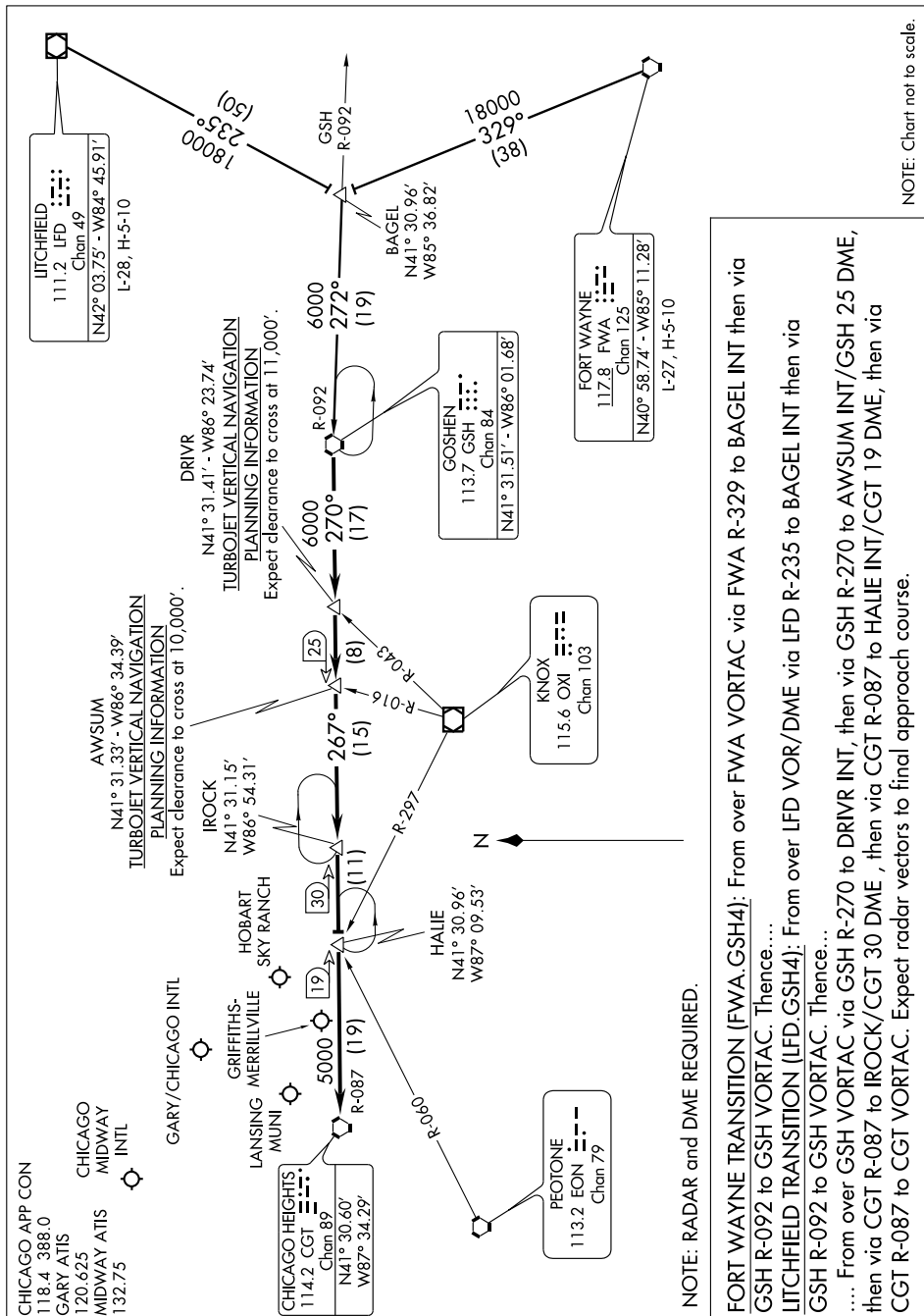
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

ILS 108.9 I-ARR Rwy 09.

ILS/DME 115.15 I-ROF Chan 48(Y) Rwy 33.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.









APP CRS **092°**  
 Rwy Idg **3395**  
 TDZE **617**  
 Apt Elev **620**

# RNAV (GPS) RWY 9

CHICAGO/LANSING MUNI (IGQ)

▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.  
 ▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

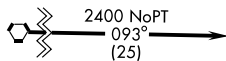
MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3  
**119.275**

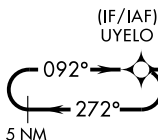
CHICAGO APP CON  
**118.4 285.6**

UNICOM  
**122.7 (CTAF) ①**

(IAF)  
 JOLIET  
 JOT



Procedure NA for arrivals at JOLIET VORTAC via V8 Westbound.



KOGEK  
 2.1 NM  
 to RW09

951

768±

764

777

799

780±

814

1045

1096

1006

1111

1020

1096

1045

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

1731

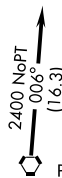
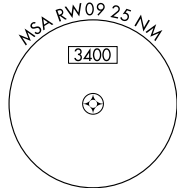
1731

1731

1731

1731

1731



(IAF)  
 PEOTONE  
 EON

5 NM  
 Holding Pattern

UYELO

HEFER

KOGEK  
 2.1 NM  
 to RW09

RW09

2400

172°

092°

092°

3.05°

TCH 40

2300

1320

5.1 NM

3 NM

2.1 NM

CATEGORY

A

B

C

D

LNAV MDA

1080-1

463 (500-1)

NA

CIRCLING

1140-1

520 (600-1)

NA

ELEV 620

092° to RW09

630

3395 x 75

27

TDZE 617

81

4002 x 75

36

36

36

36

36

36

36

36

36

36

36

36

36

36

WAAS CH <b>61303</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>617</b> Apt Elev <b>620</b>	<b>3395</b> <b>617</b> <b>620</b>
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# RNAV (GPS) RWY 27

CHICAGO/LANSING MUNI (IGQ)

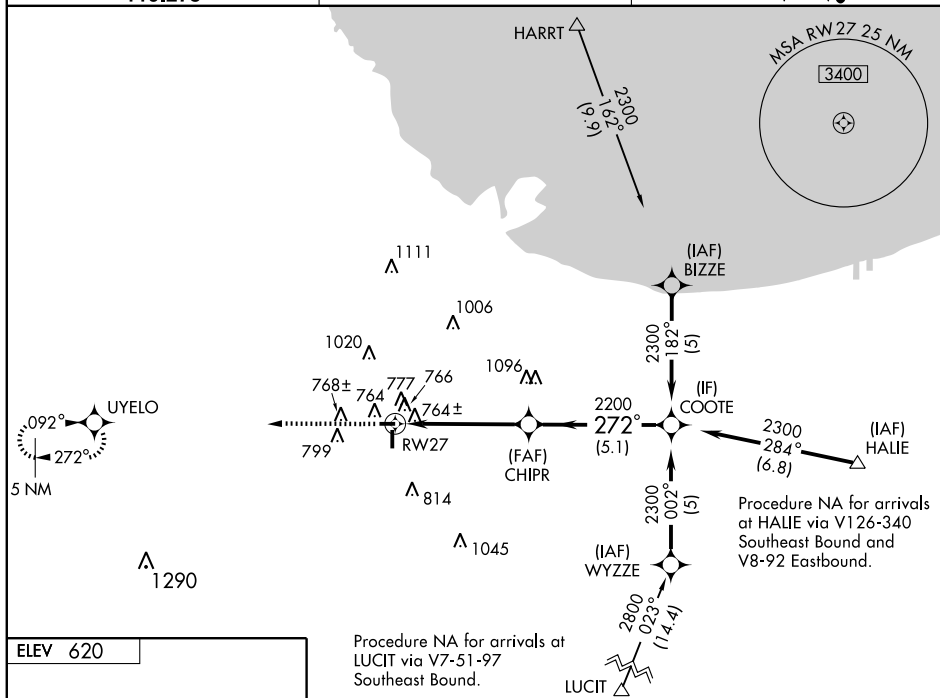
▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all  
 ▲ DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter  
 ▲ setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or  
 above 54°C (130°F). Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2400 direct  
UYELO and hold.

AWOS-3  
**119.275**

CHICAGO APP CON  
**118.4 285.6**

UNICOM  
**122.7 (CTAF) 0**



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

REIL Rwy 9, 18, 27, and 36 0 MIRL Rwy 9-27 and 18-36 0	CATEGORY A B C D			
	LPV DA 1016-1½ 399 (400-1½) NA			
	LNAV/VNAV DA 1072-1¾ 455 (500-1¾) NA			
	LNAV MDA 1080-1 463 (500-1) NA			
	CIRCLING 1140-1 520 (600-1) NA			

APP CRS	Rwy Idg	<b>4002</b>
<b>002°</b>	TDZE	<b>620</b>
	Apt Elev	<b>620</b>

# RNAV (GPS) RWY 36

CHICAGO/LANSING MUNI (IGQ)

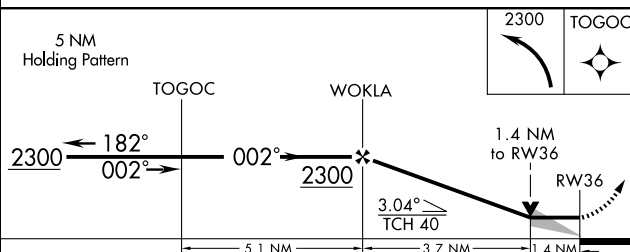
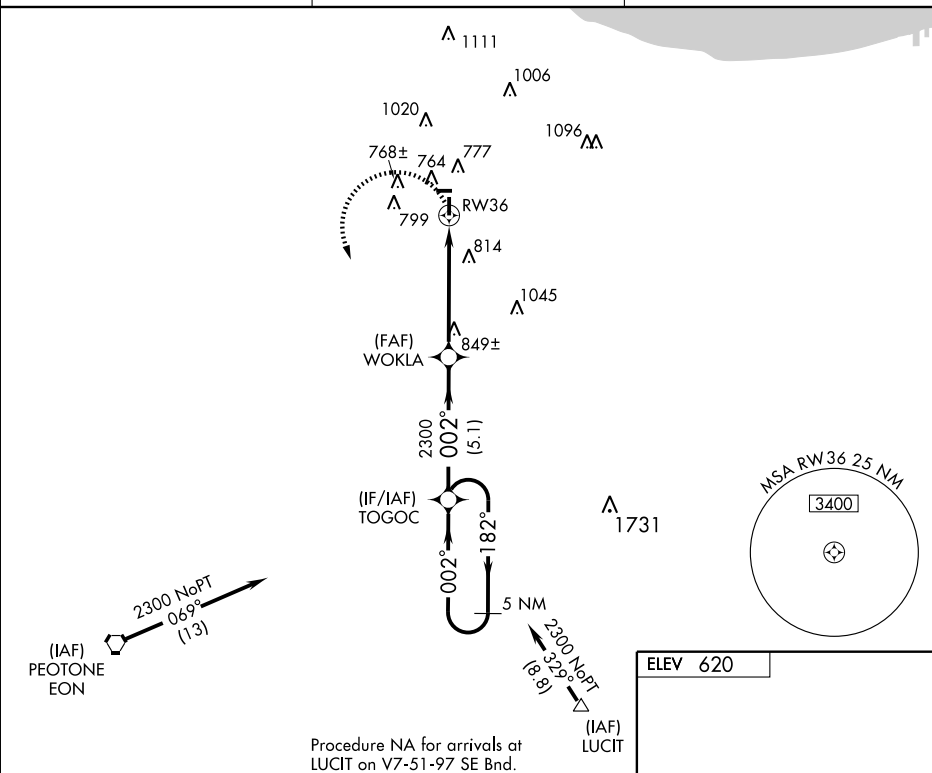
**⚠** If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

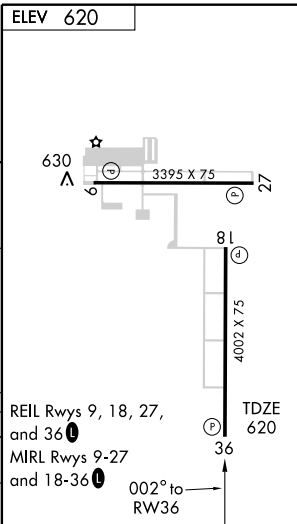
AWOS-3  
**119.275**

CHICAGO APP CON  
**118.4 285.6**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
LNNAV MDA	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	



VORTAC CGT <b>114.2</b> Chan <b>89</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>620</b>
--	------------------------	-----------------------------	--

**VOR-A**

CHICAGO/LANSING MUNI (IGQ)

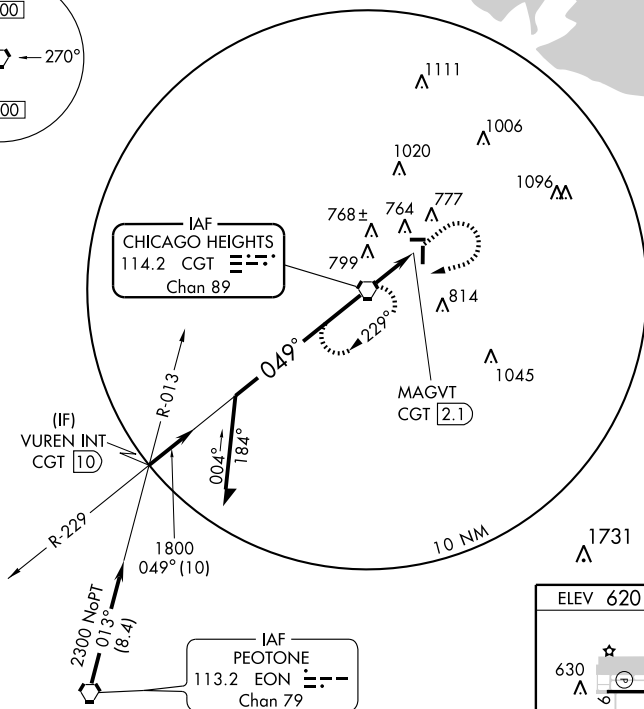
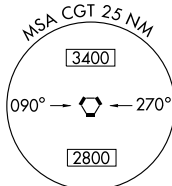
**V** If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

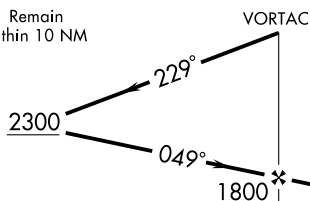
AWOS-3  
**119.275**

CHICAGO APP CON  
**118.4 285.6**

UNICOM  
**122.7 (CTAF)**



Remain  
within 10 NM



1500

2300

CGT

049° 2.1 NM from FAF

MIRL Rwy 9-27  
and 18-36 **1**  
REIL Rwy 9, 18, 27,  
and 36 **1**

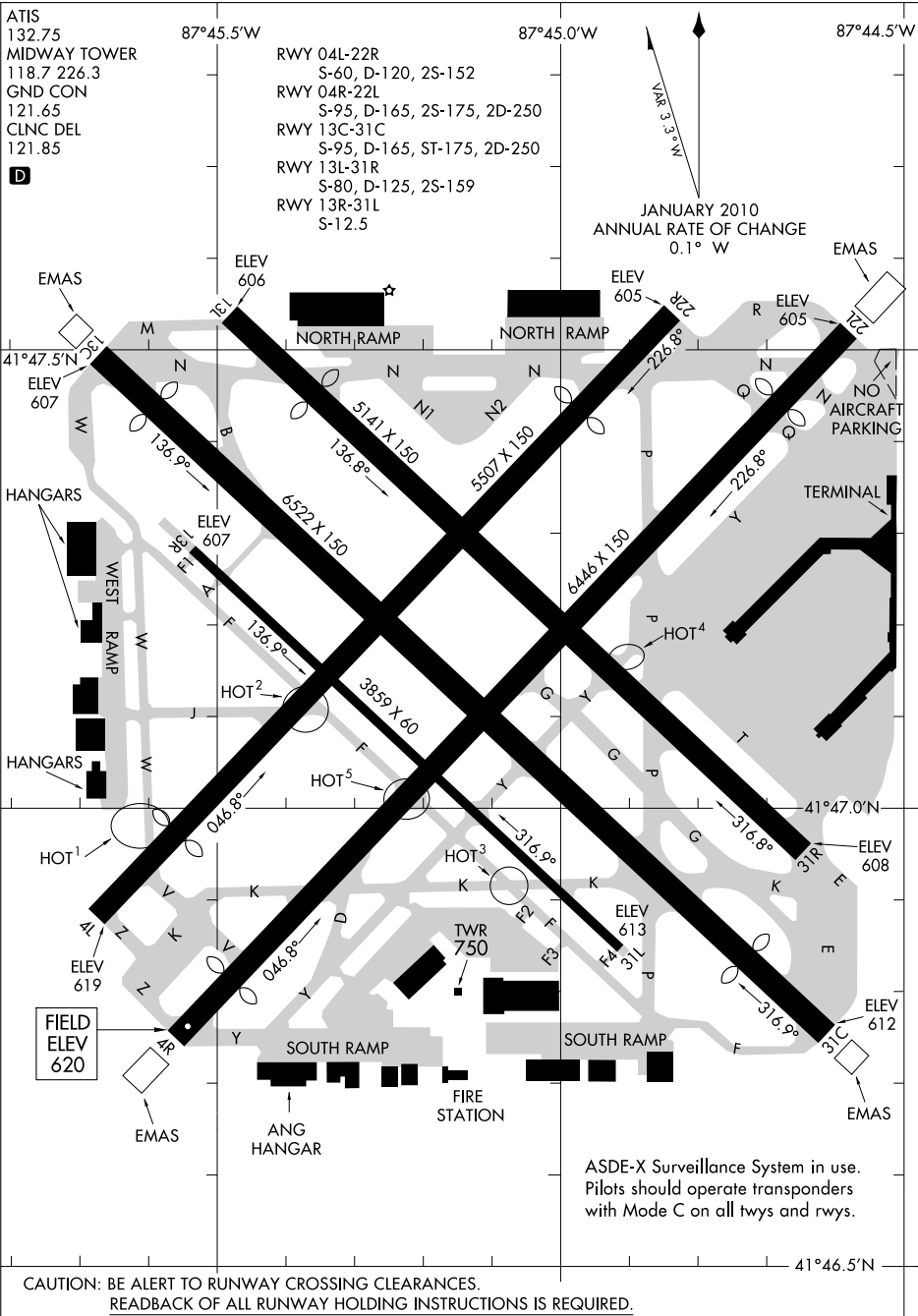
FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

# AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)  
CHICAGO, ILLINOIS



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

CHICAGO, ILLINOIS  
CHICAGO MIDWAY INTL (MDW)

10210

## CHICAGO

**CHICAGO MIDWAY INTL** (MDW) 9SW UTC-6(-5DT) N41°47.16' W87°45.15'  
 620 B S4 FUEL 100LL, JET A1 + OX 2, 4 AOE ARFF Index—See Remarks  
 NOTAM FILE MDW

CHICAGO

COPTER

H-5E, L-28H, A

IAP, AD

**RWY 13C-31C:** H6522X150 (CONC-GRVD) S-95, D-165, 2S-175, 2D-250 HIRL

**RWY 13C:** LDIN. PAPI (P4R)—GA 3.0° TCH 46'. Thld dsplcd 463'.  
 Road.

**RWY 31C:** LDIN. REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld dsplcd 696'. Road.

**RWY 04R-22L:** H6446X150 (CONC-ASPH-GRVD) S-95, D-165, 2S-175, 2D-250 HIRL

**RWY 04R:** REIL. PAPI(P4L)—GA 3.0° TCH 66'. Thld dsplcd 518'.  
 Road.

**RWY 22L:** REIL. PAPI(P4R)—GA 3.0° TCH 43'. Thld dsplcd 634'.  
 Road.

**RWY 04L-22R:** H5507X150 (ASPH-GRVD) S-60, D-120, 2S-152 MIRL

**RWY 04L:** VASI(V4R)—GA 3.75° TCH 55'. Thld dsplcd 758'. Road.

**RWY 22R:** PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 878'. Road.

**RWY 13L-31R:** H5141X150 (ASPH-GRVD) S-80, D-125, 2S-159 MIRL

**RWY 13L:** Thld dsplcd 752'. Road.

**RWY 31R:** PAPI(P4L)—GA 3.0° TCH 44'. Tree.

**RWY 13R-31L:** H3859X60 (CONC) S-12.5 MIRL

**RWY 13R:** Pole.

**RWY 31L:** Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 04L:** TORA-5507 TODA-5507 ASDA-5507 LDA-4749

**RWY 04R:** TORA-6446 TODA-6446 ASDA-6446 LDA-5928

**RWY 13L:** TORA-5141 TODA-5141 ASDA-5141 LDA-4389

**RWY 13C:** TORA-6522 TODA-6522 ASDA-6522 LDA-6059

**RWY 22L:** TORA-6446 TODA-6446 ASDA-6446 LDA-5812

**RWY 22R:** TORA-5507 TODA-5507 ASDA-5507 LDA-4629

**RWY 31C:** TORA-6522 TODA-6522 ASDA-6522 LDA-5826

**RWY 31R:** TORA-5141 TODA-5141 ASDA-5141 LDA-5141

#### ARRESTING GEAR/SYSTEM

**RWY 04R:** EMAS

**RWY 13C:** EMAS

**RWY 22L:** EMAS

**RWY 31C:** EMAS

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Arpt CLOSED to solo student training. Rwy 13R-31L; Rwy 13L-31R and Rwy 04L-22R not avbl for scheduled air carrier ops with more than 9 passenger seats or unscheduled air carrier ops at least 31 passenger seats. Class I, ARFF Index C. Class I ARFF Index C. ARFF Index D equipment avbl with 8 hrs notification to arpt ops 773-838-0677. Noise abatement procedures: all departures are requested to expedite climb through 1500' MSL 0400-1200Z daily. ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwy. Twy A and F clsd to acft over 79' wing span. Rwy 22L preferred departure rwy 0400-1300Z. Rwy 31C VASI OTS indef. Rwy 31C VASI unusable byd 7.5° right of centerline. Ldg fee. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS 132.75 (773) 581-8094.

**COMMUNICATIONS:** D-ATIS 132.75 (773) 581-9967 UNICOM 122.95

® APP/DEP CON 118.4 126.05

MIDWAY TOWER 118.7 GND CON 121.65 CLNC DEL 121.85 PRE TAXI CLNC 121.85

**AIRSPACE:** CLASS C svc continuous ctc MIDWAY RADAR 119.45 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**CHICAGO HEIGHTS (L) VORTAC** 114.2 CGT Chan 89 N41°30.60' W87°34.29' 332° 18.4 NM to fld. 634/2E.

**ERMIN NDB (MHW/LOM)** 332 HK N41°43.14' W87°50.18' 044° 5.5 NM to fld. NOTAM FILE MDW.

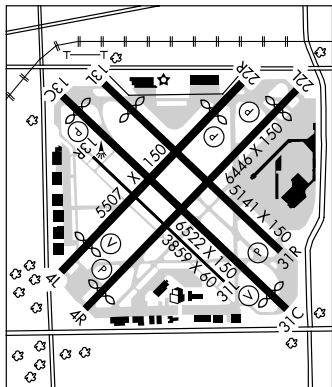
**KEDZI NDB (MHW/LOM)** 248 MX N41°44.49' W87°41.38' 315° 3.9 NM to fld. NOTAM FILE MDW.

**ILS/DME 109.9 I-MDW** Chan 36 Rwy 13C. Class IE.

DME also serves Rwy 31C. DME unusable byd 25° left of course.

**ILS 111.5 I-HKH** Rwy 04R. Class IE. LOM ERMIN NDB.

**ILS/DME 109.9 I-MXT** Chan 36 Rwy 31C. Class IC. LOM KEDZI NDB. DME also serves Rwy



CHICAGO APP CON  
118.4 388.0  
GARY ATIS  
120.625  
MIDWAY ATIS  
132.75



GARY/CHICAGO INTL



CHICAGO HEIGHTS  
114.2 CGT  
Chan 89  
N41°30.60' - W87°34.29'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at 6000'.

COKED  
N41°25.25'  
W87°31.43'

KNOX  
115.6 OXI  
Chan 103

PEOTONE  
113.2 EON  
Chan 79

LUCIT  
N41°13.94'  
W87°25.42'

ZORRO  
N41°04.80'  
W87°20.59'

KANKAKEE  
111.6 IKK  
Chan 53

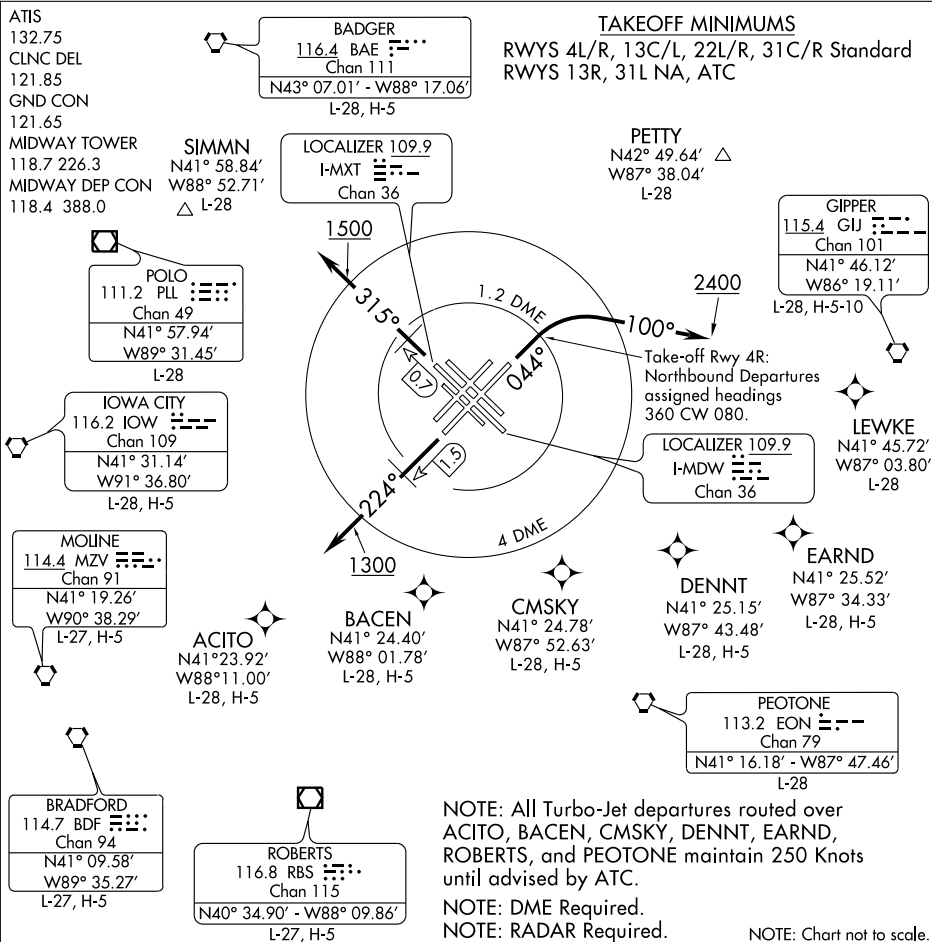
OXFAT  
N40°47.32'  
W87°11.42'

BOILER  
115.1 BVT  
Chan 98  
N40°33.37' - W87°04.16'  
L-27, H-5

NOTE: Chart not to scale.

From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.  
Expect vectors to final approach course.





## DEPARTURE ROUTE DESCRIPTION

**ALL AIRCRAFT:** Expect radar vectors to first enroute fix. Maintain 3000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME of Midway.

**TAKE-OFF RWY 4R:** Northbound departures assigned headings 360° (CW) thru 080° fly heading 044° to 1.2 DME, turn right, climb on heading 100° until leaving 2400 feet, Thence . . .

**TAKE-OFF RWY 22L:** Fly heading 224° to 1.5 DME. Continue climb to 1300 feet, thence via tower assigned heading/vector to assigned route. Thence . . .

**TAKE-OFF RWY 31C:** Fly heading 315° to 0.7 DME. Continue climb to 1500'. Thence . . .

**TAKE-OFF ALL OTHER RWYS:** Fly assigned heading to 1.2 DME. Thence . . .  
. . . via tower assigned heading/vector to assigned route.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple Lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

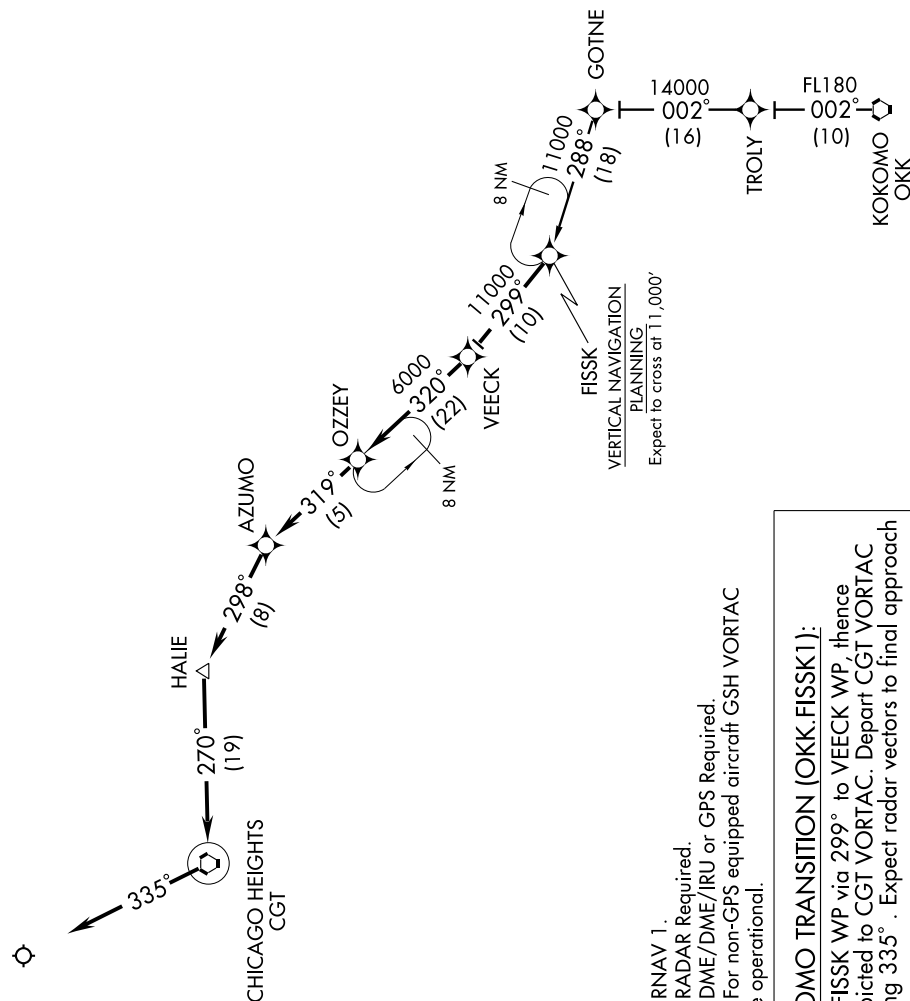
EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO APP CON  
118.4 388.0  
MIDWAY ATIS  
132.75



NOTE: Chart not to scale.



NOTE: RNAV 1.

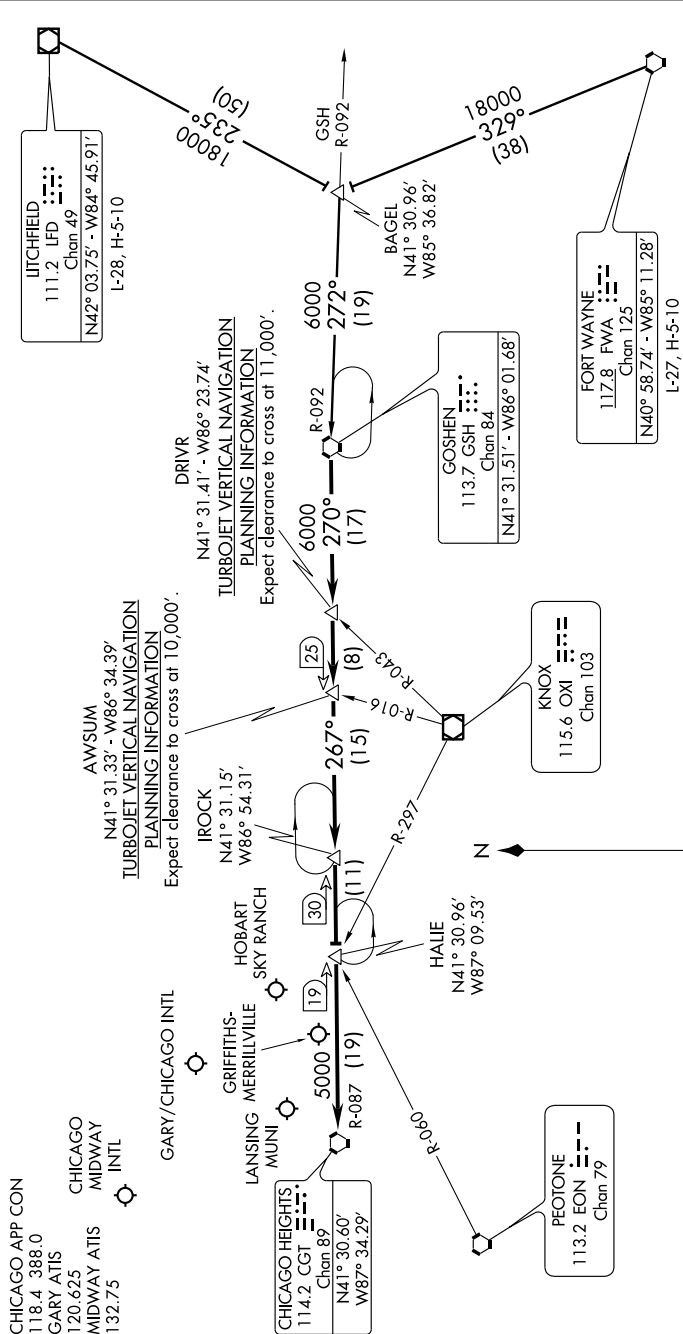
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For non-GPS equipped aircraft GSH VORTAC must be operational.

**KOKOMO TRANSITION [OKK.FISSK1]:**

From FISSK WP via 299° to VEECK WP, thence as depicted to CGT VORTAC. Depart CGT VORTAC heading 335°. Expect radar vectors to final approach course.

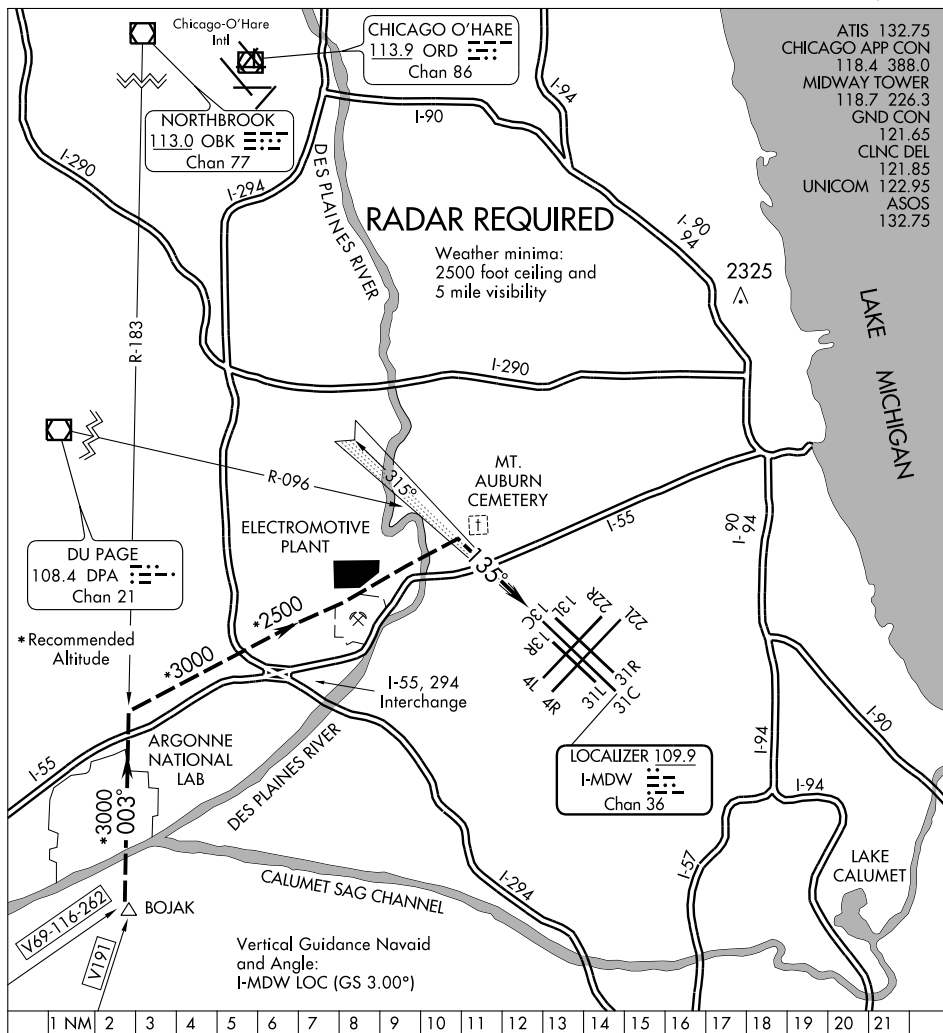


**FORT WAYNE TRANSITION (FWA.GSH4):** From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

**LITCHFIELD TRANSITION (LFD.GSH4):** From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

## I-55 VISUAL APPROACH RWY 13C



## I-55 APPROACH (VISUAL) RWY 13C


Radar vectors will be provided to Bojak Int via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart Bojak Int on a 003° heading until reaching Interstate 55. Aircraft will then parallel the northside of Interstate 55 until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.

## I-55 VISUAL APPROACH RWY 13C

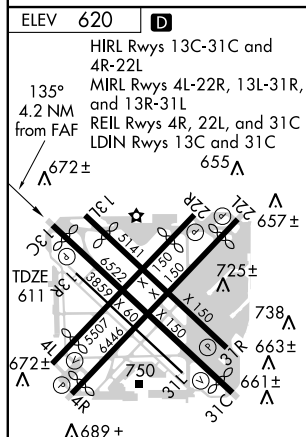
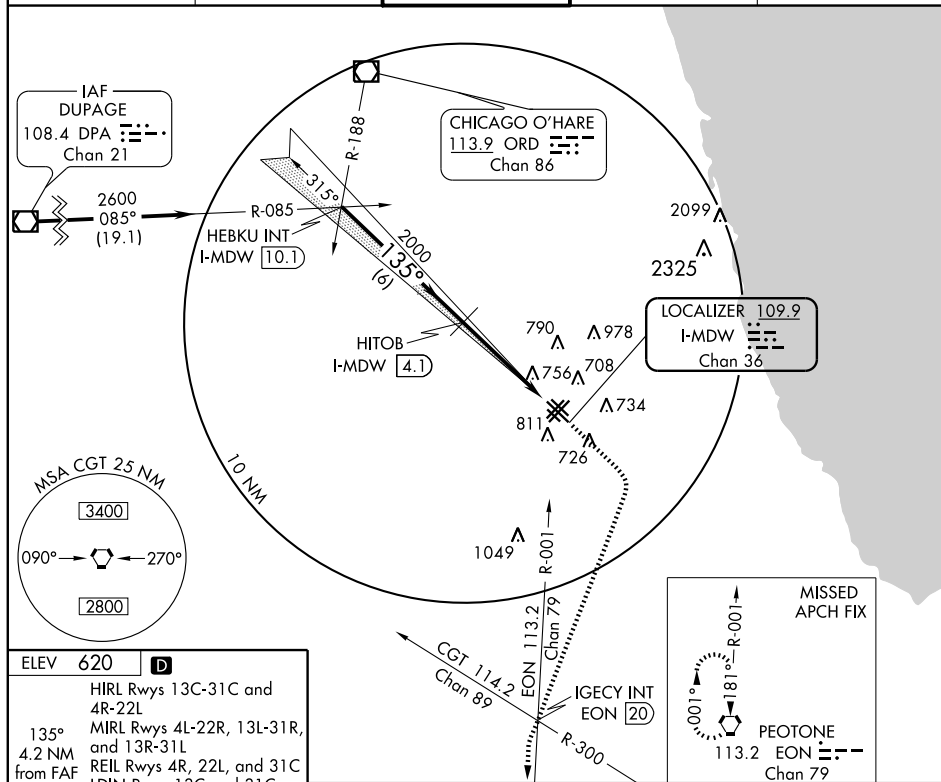
LOC/DME I-MDW <b>109.9</b> Chan <b>36</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>6059</b> <b>611</b> <b>620</b>
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# ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

	MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 via heading 280° and EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.			
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ATIS <b>132.75</b>	CHICAGO APP CON <b>118.4 388.0</b>	MIDWAY TOWER <b>118.7 226.3</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.85</b>
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HEBKU INT I-MDW (10.1) Procedure Turn NA			
HITOB I-MDW (4.1)			
GS 3.00° TCH 46			
2600 135° 2000 2000 I-MDW (0.1)			
6 NM 4.2 NM			
CATEGORY	A	B	C
S-ILS 13C	861/50 250 (300-1)		
S-LOC 13C	1000/50 389 (400-1)		
CIRCUING	1120-1 500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

LOC/DME I-MXT <b>109.9</b> Chan <b>36</b>	APP CRS <b>315°</b>	Rwy Idg <b>5826</b> TDZE <b>613</b> Apt Elev <b>620</b>
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ILS or LOC/DME RWY 31C  
CHICAGO MIDWAY INTL (MDW)

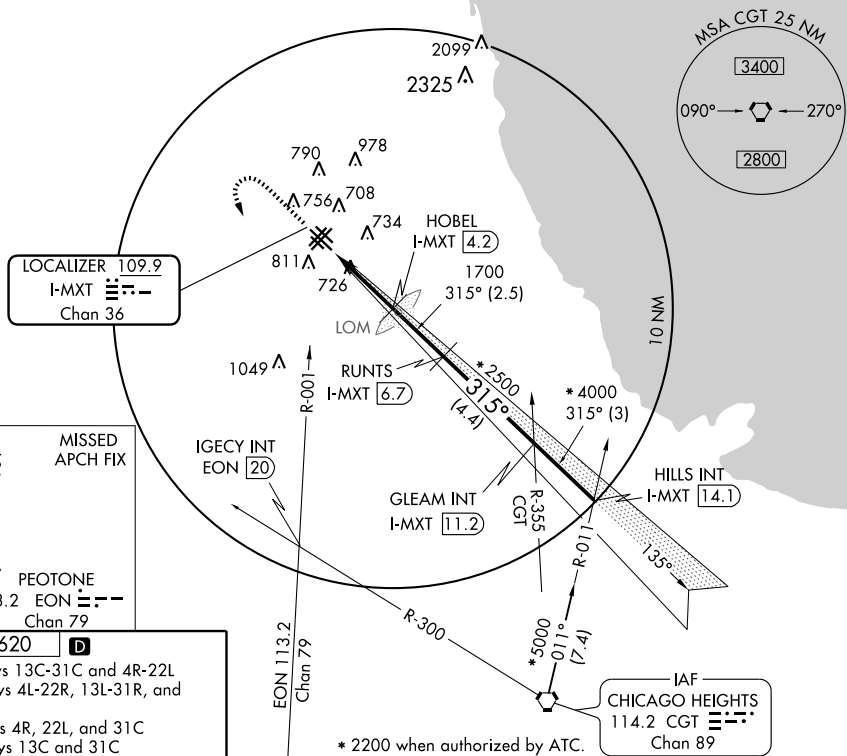
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2100 via heading 150° and EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.

ATIS  
**132.75**

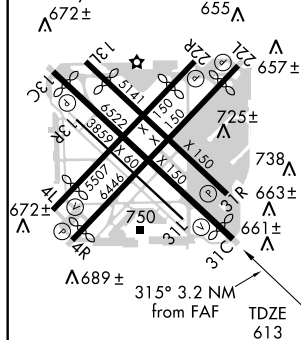
CHICAGO APP CON  
118.4 388.0

MIDWAY TOWER  
118.7 226.3

GND CON  
121.65

CLNC DEL  
121.85

ELEV 620	D
HIRL Rwy 13C-31C and 4R-22L	
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L	
REIL Rwy 4R, 22L, and 31C	
LDIN Rwy 13C and 31C	



1100 ↑	2100 HDG 150° EON R-001 113.2	IGECY INT	2600 ↑	EON 113.2	Procedure Turn NA				HILLS INT I-MXT 14.1
					HOBEL I-MXT 4.2 RUNTS I-MXT 6.7 GLEAM INT I-MXT 11.2 *5000 *4000 *2500 *2200 when authorized by ATC				
3.2 NM 2.5 NM 4.4 NM 3 NM									
CATEGORY	A				B		C		D
S-ILS 31C					863/40		250 (300-¾)		
S-LOC 31C	1020/50 407 (400-1)				1020/60 407 (400-1¼)				
CIRCLING	1120-1 500 (500-1)				1120-1½ 500 (500-1½)		1180-2 560 (600-2)		

CHICAGO, ILLINOIS  
Orig-A 8APR10

41° 47'N-87° 45'W

CHICAGO MIDWAY INTL (MDW)

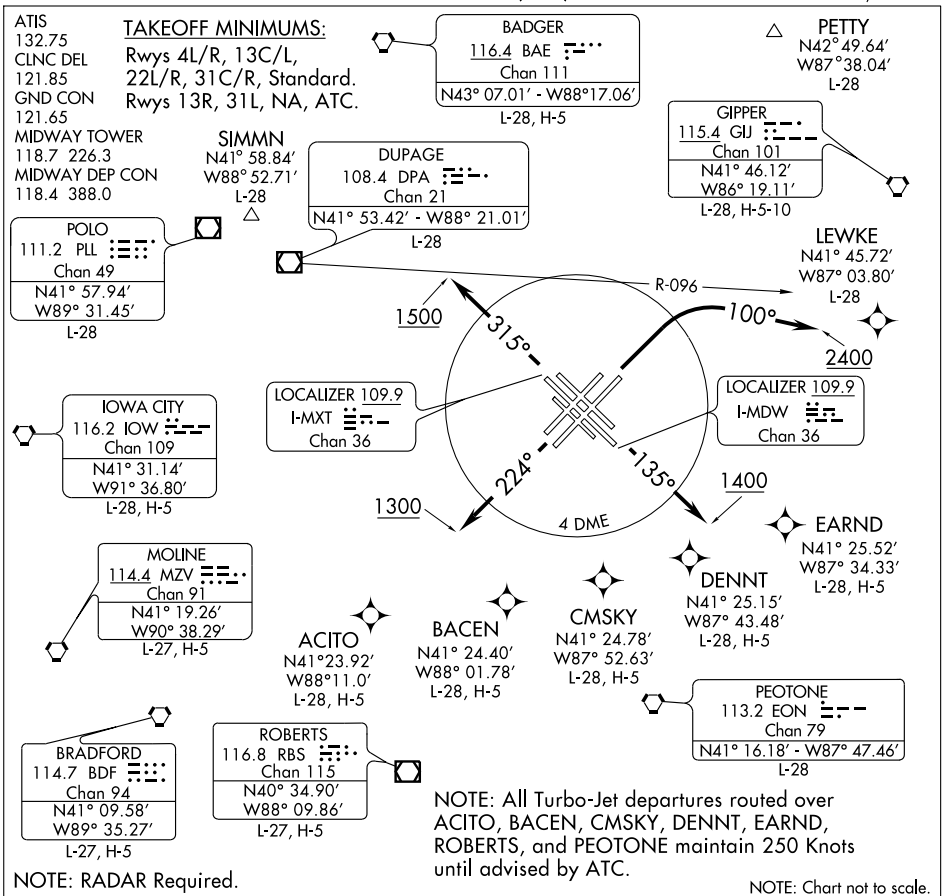
## ILS or LOC/DME RWY 31C

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010







**NOTE:** RADAR Required.

**NOTE:** Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**ALL AIRCRAFT:**  
TAKE-OFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .  
TAKE-OFF RWY 13C: Climb heading 135° to 1400 before turning, thence. . . .  
TAKE-OFF RWY 13L: Climb heading 135° to 1400 before turning, thence. . . .  
TAKE-OFF RWY 22L: Climb heading 224° to 1300 before turning, thence. . . .  
TAKE-OFF RWY 22R: Climb heading 224° to 1300 before turning, thence. . . .  
TAKE-OFF RWY 31C: Climb heading 315° to 1500 before turning, thence. . . .  
TAKE-OFF RWY 31R: Climb heading 315° to 1500 before turning, thence. . . .

**DME EQUIPPED AIRCRAFT:** Complete initially assigned turn within 4 DME of Midway. Maintain 3000 feet or assigned lower altitude, thence. . . .

**NON-DME EQUIPPED AIRCRAFT:** Complete initially assigned turn south of DPA R-096, maintain 3000 feet or assigned lower altitude, thence. . . .

....expect radar vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

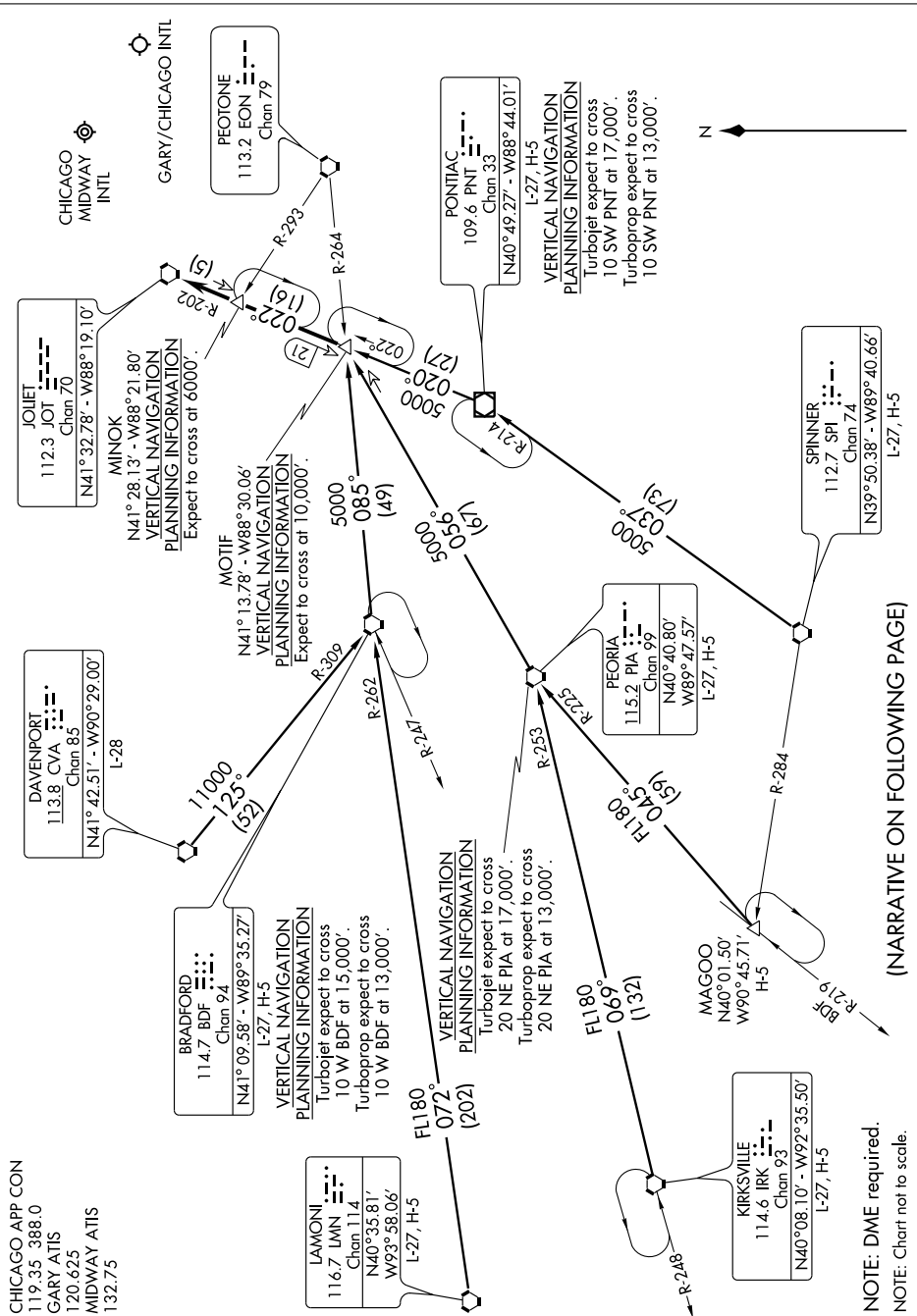
NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.



## ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . . From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>4751</b>
<b>044°</b>	TDZE	<b>617</b>
	Apt Elev	<b>620</b>

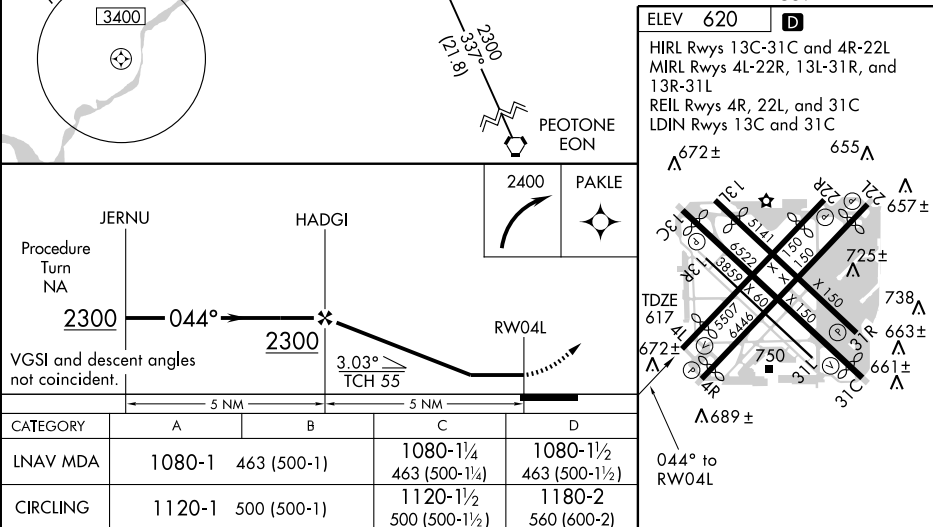
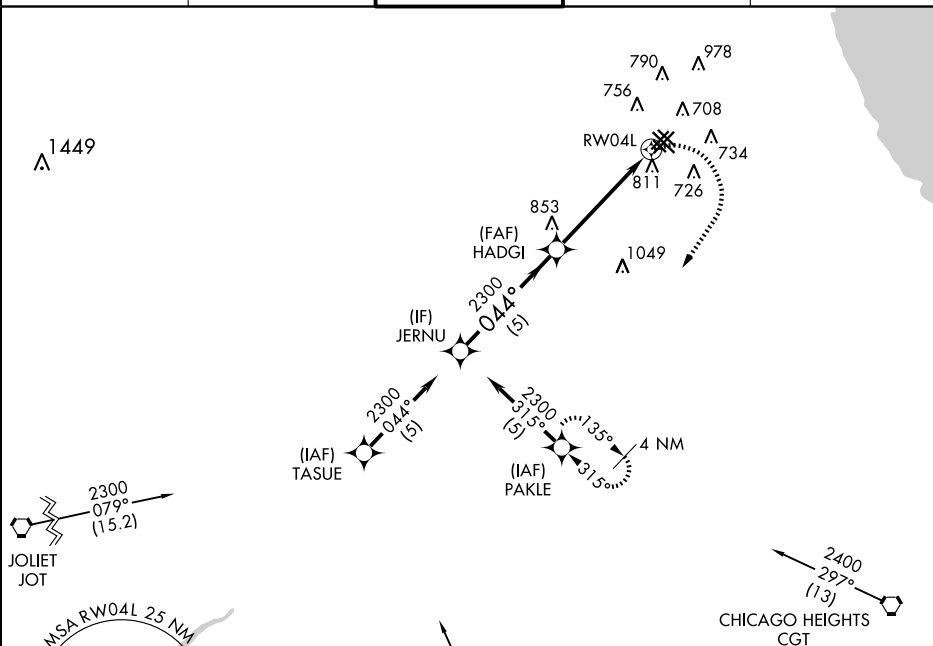
# RNAV (GPS) RWY 4L

CHICAGO MIDWAY INTL (MDW)

**V** GPS or RNP-0.3 Required.  
**NA** DME/DME RNP-0.3 NA  
 Straight-in Minimums NA at night.

MISSED APPROACH: Climbing right turn to 2400  
 direct PAKLE WP and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
<b>132.75</b>	<b>118.4 388.0</b>	<b>118.7 226.3</b>	<b>121.65</b>	<b>121.85</b>





APP CRS	Rwy Idg	<b>4389</b>
<b>135°</b>	TDZE	<b>609</b>
	Apt Elev	<b>620</b>

# RNAV (GPS) RWY 13L

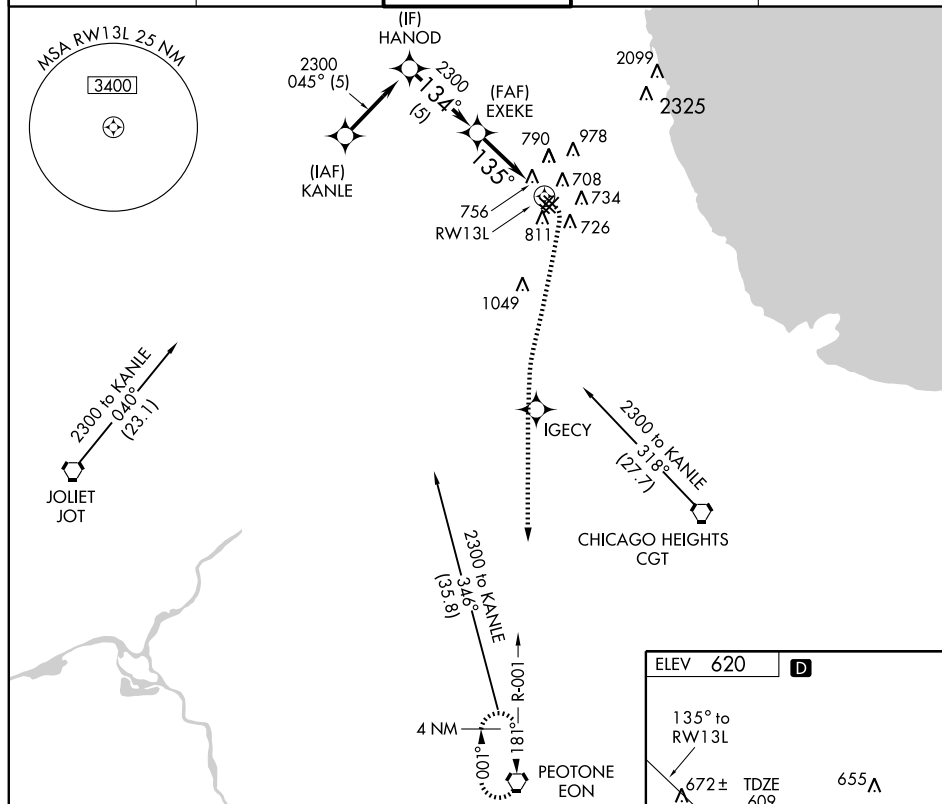
## CHICAGO MIDWAY INTL (MDW)

CHICAGO MIDWAY INTL (MDW)

**T** GPS or RNP-0.3 Required.  
**A** DME/DME RNP-0.3 NA  
NA Straight-in Minimums NA at night.

MISSED APPROACH: Climbing right turn to 2100 direct  
IGECY WP then climbing left turn to 2600 direct  
EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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CATEGORY	A	B	C	D
LNNAV MDA	1020-1 411 (400-1)	1020-1 411 (400-1)	1020-1 411 (400-1)	1020-1 411 (400-1)
CIRCLING	1120-1 500 (500-1)	1120-1 500 (500-1)	1120-1 500 (500-1)	1180-2 560 (600-2)

CHICAGO, ILLINOIS  
Orig 10042

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)  
RNAV (GPS) RWY 13L

EC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS **225°**  
 Rwy ldg **4629**  
 TDZE **612**  
 Apt Elev **620**

# RNAV (GPS) RWY 22R

CHICAGO MIDWAY INTL (MDW)

**V** DME/DME RNP-0.3 NA  
**Δ** NA Straight-in Minimums NA at night.

MISSED APPROACH: Climb to 2100 direct  
 IGECY WP then climbing right turn to 3000  
 direct EON VORTAC and hold.

ATIS  
**132.75**

CHICAGO APP CON  
**118.4 388.0**

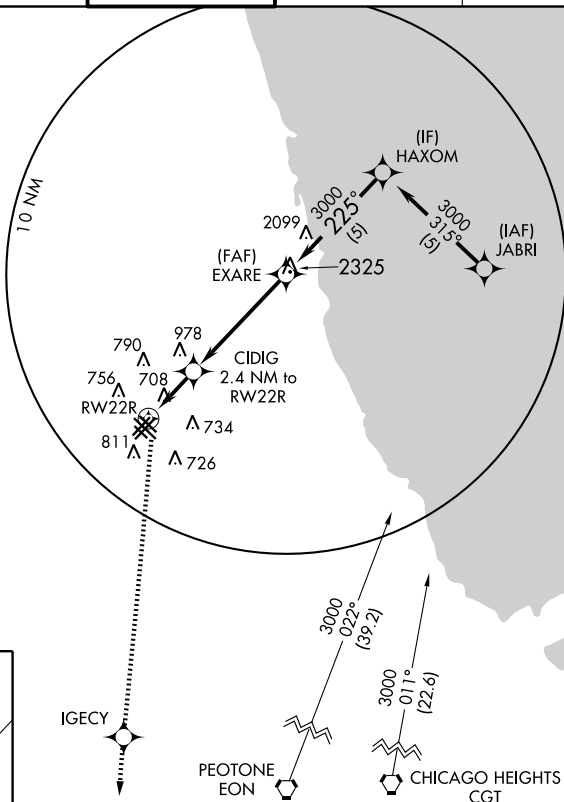
MIDWAY TOWER  
**118.7 226.3**

GND CON  
**121.65**

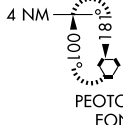
CLNC DEL  
**121.85**

MSA RW22R 2.5 NM

**3400**



MISSED APCH FIX

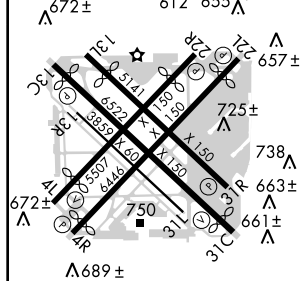


ELEV **620**

**D**

225° to RW22R

TDZE 612 655



HIRL Rwy 13C-31C and 4R-22L  
 MIRL Rwy 4L-22R, 13L-31R, and 13R-31L  
 REIL Rwy 4R, 22L, and 31C  
 LDIN Rwy 13C and 31C

2100

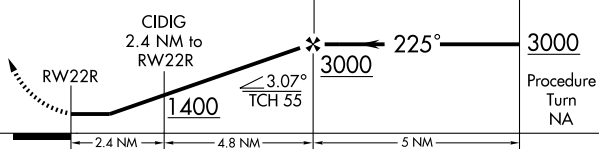
IGECY

3000

EON

EXARE

HAXOM



CATEGORY	A	B	C	D
LNAV MDA	1020-1 408 (400-1)		1020-1¼ 408 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

CHICAGO, ILLINOIS

Orig-A 8APR10

41° 47'N-87° 45'W

CHICAGO MIDWAY INTL (MDW)  
**RNAV (GPS) RWY 22R**



WAAS CH <b>50512</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>5826</b> <b>613</b> <b>620</b>
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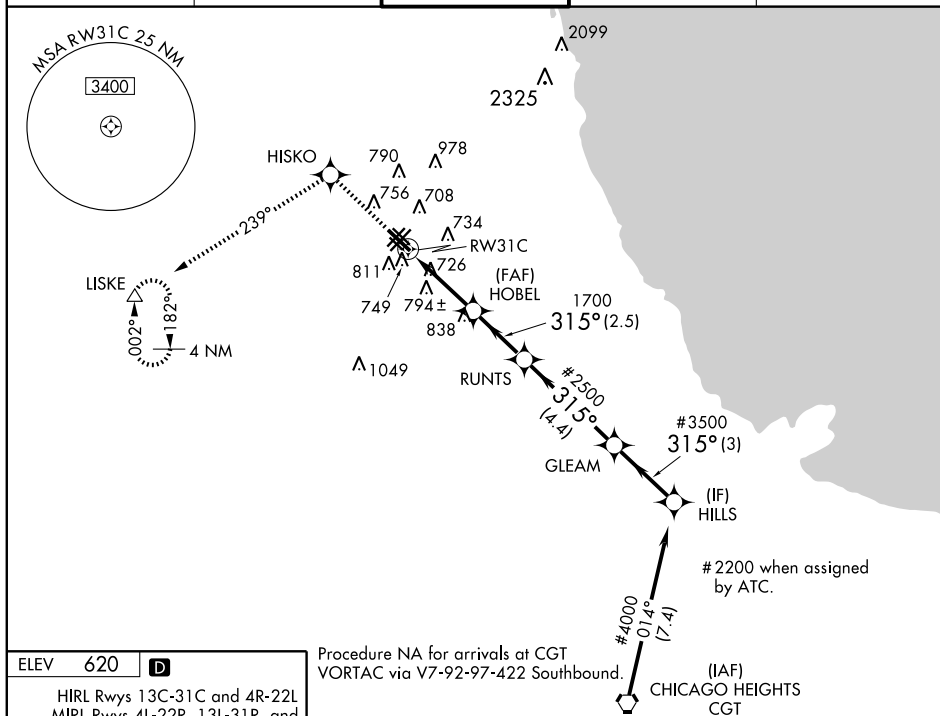
# RNAV (GPS) RWY 31C

## CHICAGO MIDWAY INTL (MDW)

**⚠** Circling to Rwy 4L, 13L-31R, 13R-31L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct HSKO and via 239° track to LISKE and hold.

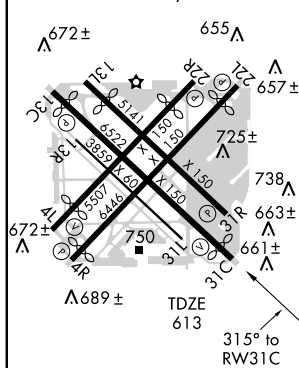
ATIS <b>132.75</b>	CHICAGO APP CON <b>118.4 388.0</b>	MIDWAY TOWER <b>118.7 226.3</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.85</b>
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ELEV 620



HIRL Rws 13C-31C and 4R-22L  
MIRL Rws 4L-22R, 13L-31R, and  
13R-31L  
REIL Rws 4R, 22L, and 31C  
LDIN Rws 13C and 31C



Procedure NA for arrivals at CGT  
VORTAC via V7-92-97-422 Southbound.

2500 ↑	HSKO ✱	TRK 239°	LISKE △	VGSI and RNAV glidepath not coincident.	HILLS Procedure Turn NA
				GLEAM	#4000
				RUNTS	#3500
				1700	#2500
					#2200 when assigned by ATC.
					GS 3.00° TCH 48
CATEGORY	1.3	1.9	2.5 NM	4.4 NM	3 NM
LPV DA	886/50 273 (300-1)				
LNAV/ VNAV DA	1049-1½ 436 (500-1½)				
LNAV MDA	1080/50	467 (500-1)	1080/60 467 (500-1¼)	1080-1½ 467 (500-1½)	
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)	

APP CRS	Rwy Idg	<b>5142</b>
<b>315°</b>	TDZE	<b>609</b>
	Apt Elev	<b>620</b>

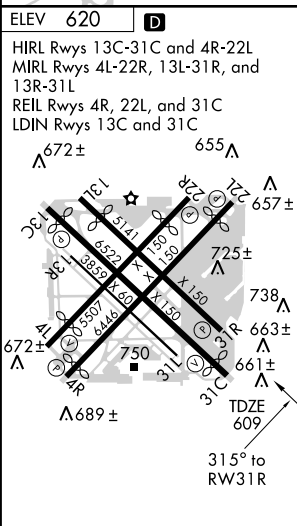
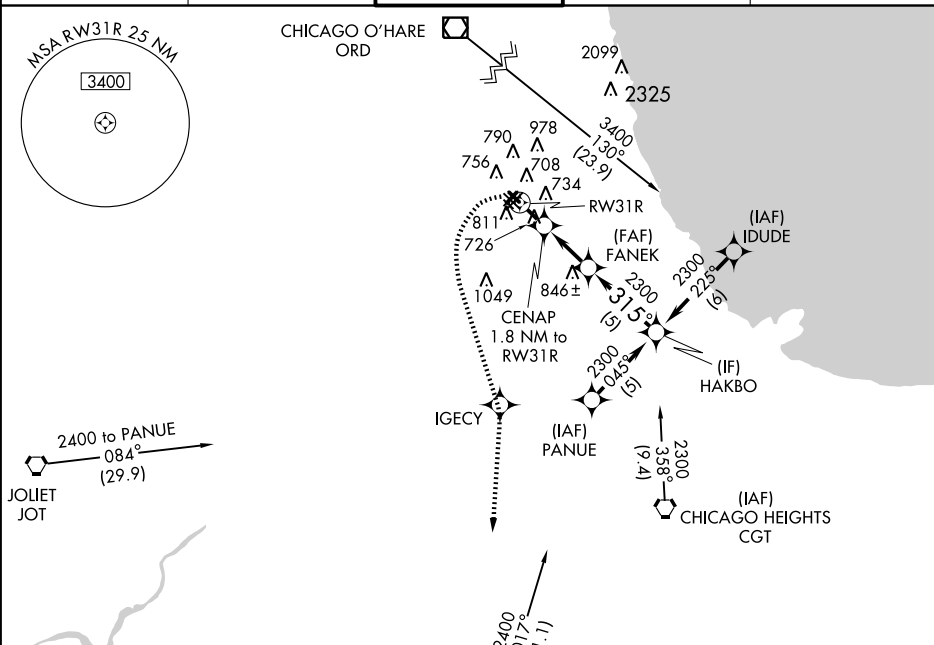
# RNAV (GPS) RWY 31R

CHICAGO MIDWAY INTL (MDW)

**V** DME/DME RNP-0.3 NA.  
**A** NA Straight-in Minimums NA at night.

MISSED APPROACH: Climbing left turn to 2300 direct  
 IGENCY WP then climbing right turn to 2600 direct  
 EON VORTAC and hold.

ATIS <b>132.75</b>	CHICAGO APP CON <b>118.4 388.0</b>	MIDWAY TOWER <b>118.7 226.3</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.85</b>
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2300	IGECY	2600	EON	VGSI and descent angles not coincident.	
				FANER	HAKBO
				CENAP 1.8 NM to RW31R	
				RW31R	
				1140	2300
				1.8 NM	3.3 NM
				5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1060-1	451 (500-1)	1060-1¼ 451 (500-1¼)	1060-1½ 451 (500-1½)	
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)	

APP CRS **135°**  
Rwy Idg **6059**  
TDZE **611**  
Apt Elev **620**

# RNAV (GPS) Z RWY 13C

CHICAGO MIDWAY INTL (MDW)

**▼** DME/DME RNP-0.3 NA.  
**▲** NA Circling NA at night to Rwy 4L, 13L-31R, 13R-31L.  
When VGSI inoperative, procedure NA at night.  
Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2100 direct WIGTO and via 190° track to IGEY, then climb to 2600 via 184° track to EON VORTAC and hold.

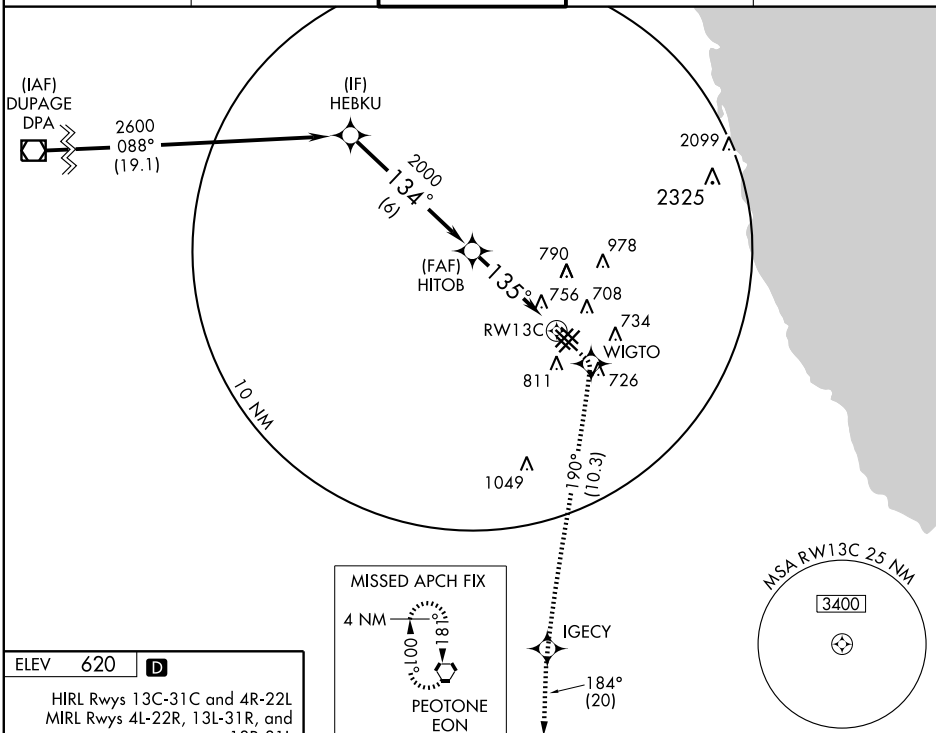
ATIS  
**132.75**

CHICAGO APP CON  
**118.4 388.0**

MIDWAY TOWER  
**118.7 226.3**

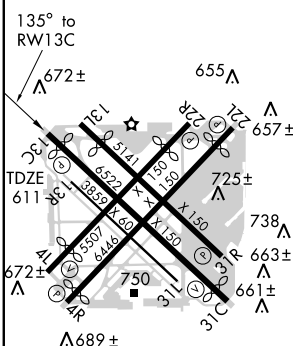
GND CON  
**121.65**

CLNC DEL  
**121.85**



ELEV **620** **D**

HIRL Rws 13C-31C and 4R-22L  
MIRL Rws 4L-22R, 13L-31R, and  
13R-31L  
REIL Rws 4R, 22L, and 31C  
LDIN Rws 13C and 31C



HEBKU		2100 ↑		WIGTO ✧		TRK 190° ✧		IGECY ✧		2600 ↑ TRK 184°		EON ◻	
2600		HITOB		134°		2000		135°		RW13C			
Procedure Turn NA													
GS 3.00° TCH 46													
		6 NM		4.2 NM									
CATEGORY		A		B		C		D					
LPV DA				NA									
LNAV/ VNAV DA				1040-1½		429 (500-1½)							
LNAV MDA		1020/50		409 (400-1)		1020/60		409 (400-1¼)					
CIRCLING				1120-1½		500 (500-1½)				1180-2		560 (600-2)	

APP CRS	Rwy Idg	<b>6059</b>
<b>135°</b>	TDZE	<b>611</b>
	Apt Elev	<b>620</b>

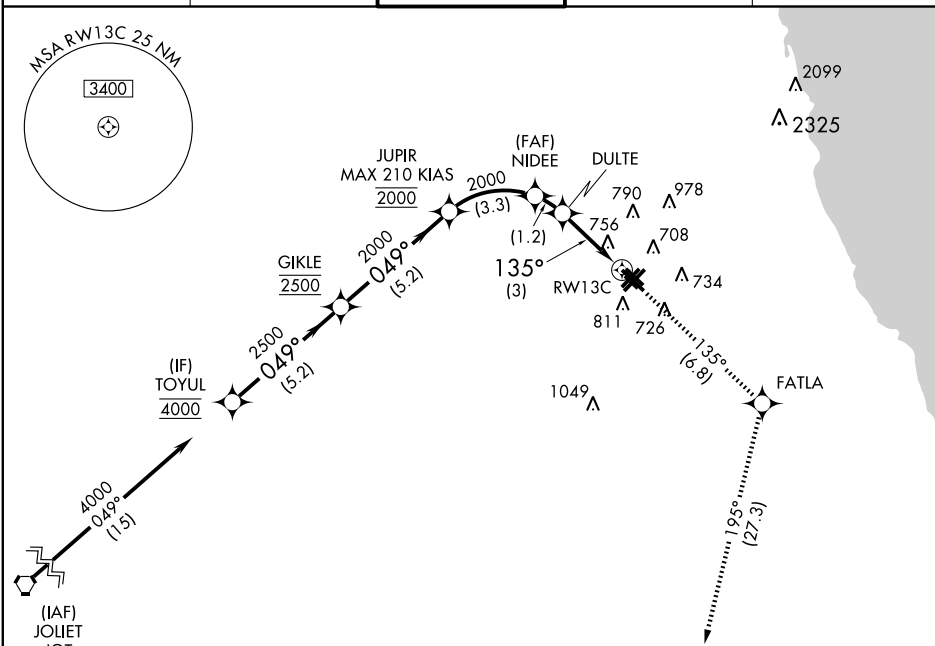
# RNAV (RNP) Y RWY 13C

CHICAGO MIDWAY INTL (MDW)

**RF, GPS, and RADAR REQUIRED.** For uncompensated Baro-VNAV systems, procedure NA below -15° C (5° F) or above 47° C (116° F). When VGSI inop, procedure NA at night.

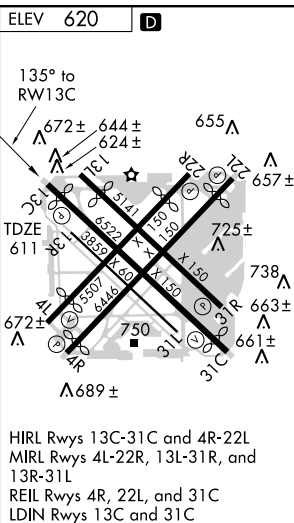
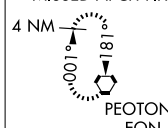
**MISSED APPROACH:** Climb to 2600 via 135° track to FATLA and 195° track to EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
<b>132.75</b>	<b>118.4 388.0</b>	<b>118.7 226.3</b>	<b>121.65</b>	<b>121.85</b>



Procedure NA for arrivals at JOT VORTAC via V8 Westbound.

MISSED APCH FIX



TOYUL	GIKLE	JUPIR	NIDEE	DULTE	FATLA	EON
4000	2500	2000	2000	1617	135°	195°
Procedure Turn NA						
GP 3.00°						
TCH 46						
5.2 NM	5.2 NM	3.3 NM	1.2 NM	3 NM		
CATEGORY	A	B	C	D		
RNP 0.30 DA		1065-1½	454 (500-1½)			

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

VORTAC CGT <b>114.2</b>	APP CRS <b>235°</b>	Rwy Idg TDZE Apt Elev	<b>5812</b> <b>610</b> <b>620</b>
Chan <b>89</b>			

## VOR/DME RNAV or GPS RWY 22L

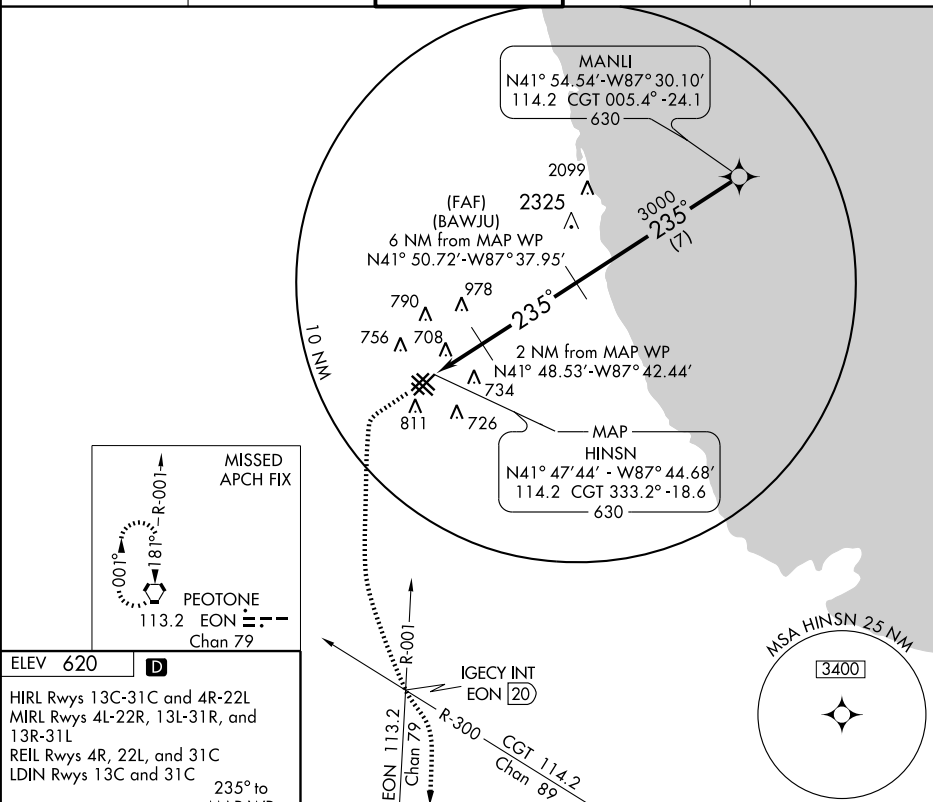
CHICAGO MIDWAY INTL (MDW)



RADAR REQUIRED

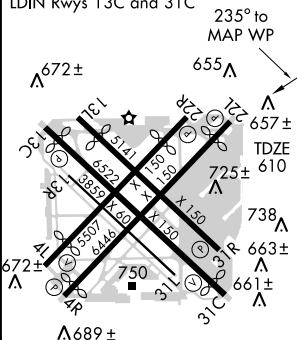
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.

ATIS <b>132.75</b>	CHICAGO APP CON <b>118.4 388.0</b>	MIDWAY TOWER <b>118.7 226.3</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.85</b>
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ELEV 620

HIRL Rwy 13C-31C and 4R-22L  
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L  
REIL Rwy 4R, 22L, and 31C  
LDIN Rwy 13C and 31C



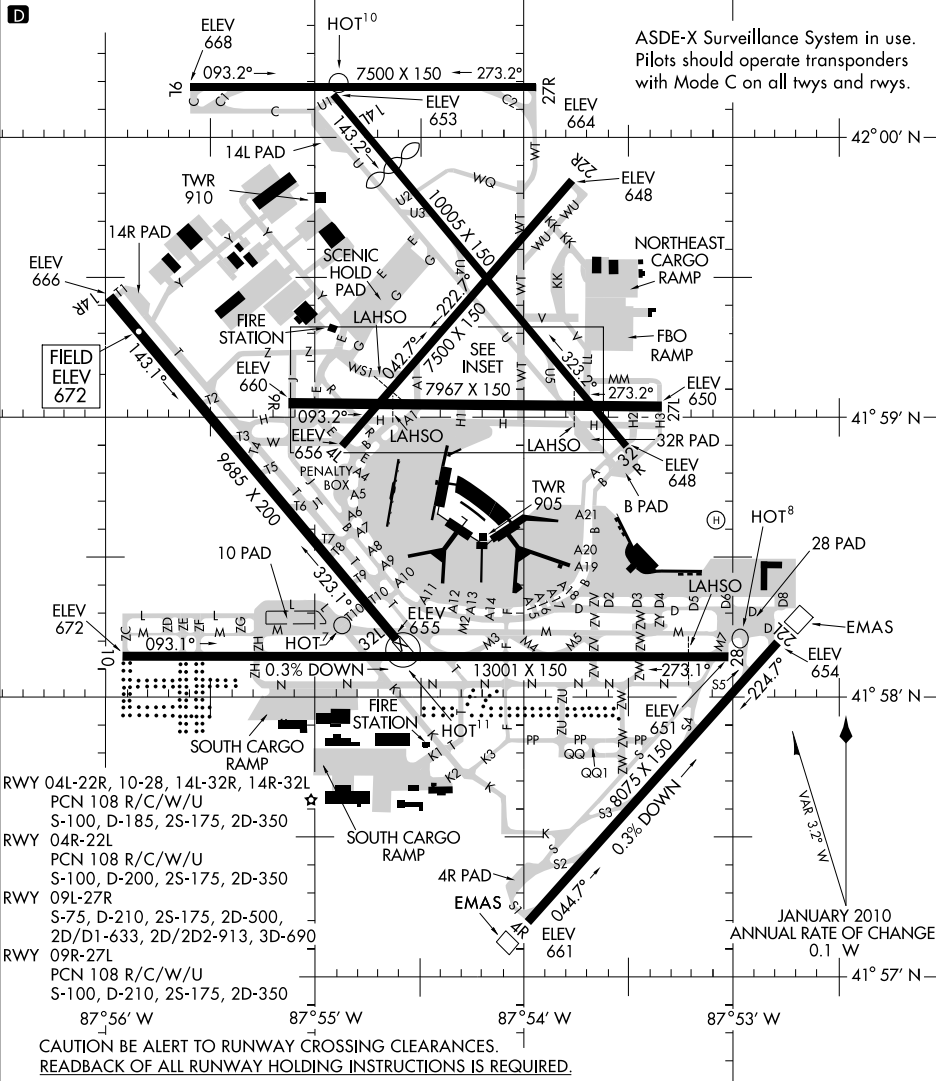
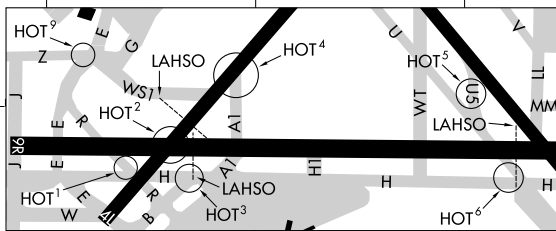
CATEGORY	A		B		C		D	
	1300-1		690 (700-1)		1300-2		1300-2 1/4	
CIRCLING	1300-1		680 (700-1)		1300-2		1300-2 1/4	
	1300-1		680 (700-1)		680 (700-2)		680 (700-2 1/4)	

## AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)  
CHICAGO, ILLINOIS

ATIS  
135.4 282.225  
O'HARE TOWER NORTH  
128.15  
O'HARE TOWER CENTER  
120.75 126.9 132.7 348.0  
GND CON TOWER NORTH  
124.125  
GND CON TOWER CENTER  
121.75 226.675 (OBND)  
121.9 226.675 (IBND)  
CLNC DEL  
121.6



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CHICAGO, ILLINOIS  
CHICAGO-O'HARE INTL (ORD)

**CHICAGO O'HARE INTL** (ORD) 14 NW UTC-6(-5DT) N41°58.90' W87°54.40'

**CHICAGO**

672 B S4 FUEL 100LL JET A1 OX 1, 2, 3, LRA Class I, ARFF Index E NOTAM FILE ORD COPTER

RWY 10-28: H13001X150 (ASPH-CONC-GRVD) S-100, D-185, H-5E, L-28H, A

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL IAP, AD

RWY 10: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'. Pole.

0.3% down.

RWY 28: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79'. Sign.

RWY 14L-32R: H10005X150 (ASPH-GRVD) S-100, D-185,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 14L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd

1998'.

RWY 32R: MALSR. TDZL. Pole.

RWY 14R-32L: H9685X200 (ASPH-CONC-GRVD) S-100, D-185,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 14R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Trees.

RWY 04R-22L: H8075X150 (ASPH-GRVD) S-100, D-200, 2S-175,

2D-350 PCN 108 R/C/W/U HIRL CL

RWY 04R: MALSR. TDZL. 0.3% down.

RWY 22L: MALSR. TDZL. Antenna.

RWY 09R-27L: H7967X150 (ASPH-CONC-GRVD) S-100, D-210,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 09R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 27L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. Antenna.

RWY 04L-22R: H7500X150 (ASPH-GRVD) S-100, D-185, 2S-175,

2D-350 PCN 108 R/C/W/U HIRL CL

RWY 22R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'.

RWY 09L-27R: H7500X150 (CONC-GRVD) S-75, D-210, 2D-500, 2D/D1-633, 2D/2D2-913 HIRL CL

RWY 09L: ALSF2. TDZL. Antenna.

RWY 27R: ALSF2. TDZL. Antenna.

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09R	14L-32R	6100
RWY 10	Twy S	12156
RWY 22R	09R-27L	6050
RWY 27L	04L-22R	5700

#### RUNWAY DECLARED DISTANCE INFORMATION

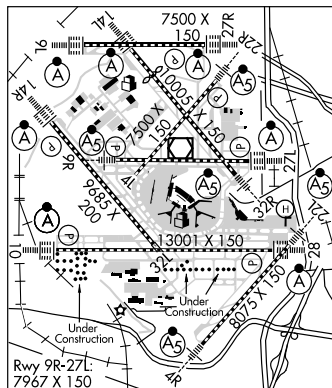
RWY 04L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 04R:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 09L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 09R:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 10:	TORA-13000	TODA-13000	ASDA-13000	LDA-12246
RWY 14L:	TORA-10005	TODA-10005	ASDA-10005	LDA-8007
RWY 14R:	TORA-9685	TODA-9685	ASDA-9662	LDA-8650
RWY 22L:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 22R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 27L:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 27R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 32L:	TORA-9685	TODA-9685	ASDA-9685	
RWY 32R:	TORA-10005	TODA-10005	ASDA-10005	LDA-10005

#### ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

**AIRPORT REMARKS:** Special Air Traffic Rules—Part 93. Attended continuously. Rwy 32L CLOSED to arrivals. Birds on and invof arpt. Pyrotechnics and bird cannons in use for bird control. General aviation ramp and FBO located at the north east ramp vicinity of Rwy 27L approach. PAEW near various twys. Twr is authorized to conduct arrivals to Rwy 14L and Rwy 14R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and Rwy 22R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous opposite direction departures on Rwy 09R and Rwy 28 during IFR weather conditions. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Magnetic deviation possible immediately W of Twy M7 and Rwy 22L apch on Twy M. Taxi Into Position and Hold Waiver in effect after dark at the following intersections, Rwy 32L at Twy T-10, Rwy 28 at Twy ZW and Twy ZV, Rwy 14L at Twy U2 and Twy V, Rwy 32R at Twy V and Rwy 10 at



CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

Twy ZH. These rwys will be used for departures only when exercising the provisions of this waiver. Rwy 04L and Rwy 22R touchdown and rollout rwy visual range avbl. Rwy 04R, Rwy 10, Rwy 28, Rwy 22L, Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 14L, Rwy 32R and Rwy 14R touchdown, midfield and rollout rwy visual range avbl. Be Alert: The northeast/southwest portion of Twy Y is not visible from Center twr. Be Alert: Twy K-1 outbound or eastbound only, Twy K-2 inbound or westbound only and Twy S5 northbound only exiting rwy, Twy V westbound only between Twy WT and KK; Twy LL northbound only between Rwy 14L-32R and Twy MM. Be Alert: B747-400's, B777-300's or A340-600's cannot pass on Twys A and B insufficient wingtip clearance. Twy V rstd to acft less than 117' wingspan or wheelbase less than 30' (design group 4-5-6) between Twy KK and Twy LL. All part 91 and unscheduled Part 125, 133 and 135 charter operators etc Signature Flight Support at 773-686-7000 regarding new security regulations prior to dep. Arpt ngt time noise abatement procedures are in effect from 0400 to 1300Z; etc arpt manager 773-686-2255. Rwy 14R-32L possible low level turbulence on AER 14R. Primary run-up location ground run-up enclosure; secondary run-up locations avbl upon req contact city ops 773-686-2255. During periods of cold weather; the apch end of Rwy 32R may not be visible from the ATCT due to steam plume from arpt heating plant. Be Alert: Of duplicate alpha-numeric twy designators and terminal gate designations involving the letters G, H, K, L and M. Acft with wingspan greater than 214'; require 48 hrs PPR—call 773-686-2255. Periodic fire department training at N sector of arpt. Fee req. Deicing fluid not avbl to transient acft. Rotating bcn OTS indef. Yankee Echo gate is manned 24 hours a day. Yankee Tango gate is manned 24 hours a day. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Intersection Departures During Periods of Darkness. Intersecting Runway Operations, and Simultaneous Opposite Direction Operations. Intersecting Runway Operations. Simultaneous ILS Approaches with One Glide Slope Out of Service. Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (773) 462-0118. **HIWAS** 113.9 ORD. LLWAS. TDWR.

**COMMUNICATIONS:** D-ATIS 135.4 (773) 601-8921 **UNICOM** 122.95

① **APP CON** 119.0 (360°-179°) 133.625 128.45 125.7 (180°-359°) 121.15 124.35

**O'HARE TOWER - CENTER** 120.75 126.9 127.925 132.7

**GND CON - CENTER** 121.9 (Inbound) 121.75 (Outbound)

**O'HARE TOWER - NORTH** 128.15

**GND CON - NORTH** 124.125

**CLNC DEL** 121.6

**PRE-TAXI CLNC** 121.6 119.25 **GND METERING** 121.675

① **DEP CON** 125.0 (340°-159°) 125.4 (220°-339°) 126.625 (160°-219°)

**AIRSPACE: CLASS B:** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORD.

(L) **VORW/DME** 113.9 ORD Chan 86 N41°59.26' W87°54.29' at fld. 650/2E. **HIWAS.**

NOTE: See Special Notices Section.

VOR portion unusable: 140°-155° by 15 NM; 100°-140° and 155°-060° by 35 NM blo 2,500'.

**ILS** 110.75 I-IDN Rwy 32R. Class IA.

**ILS/DME** 110.5 I-JAV Chan 42 Rwy 09R. Class IB. Loc unusable by 30° left of course and by 30° right of course.

**ILS** 110.1 I-LQQ Rwy 22L. Class IB. OM OTS indef.

**ILS/DME** 111.1 I-TSL Chan 48 Rwy 28. Class IIIE.

**ILS/DME** 109.75 I-ORD Chan 34(Y) Rwy 14R. Class IIIE.

**ILS/DME** 111.1 I-MED Chan 48 Rwy 10. Class IIIE.

**ILS** 111.3 I-RXZ Rwy 22R. Class IC.

**ILS/DME** 108.95 I-RVG Chan 26(Y) Rwy 32L.

**ILS/DME** 110.5 I-IAC Chan 42 Rwy 27L. Class IIIE.

**ILS** 110.1 I-FJU Rwy 04R. Class IE.

**ILS/DME** 110.9 I-OHA Chan 46 Rwy 14L. Class IIIE.

**ILS** 111.3 I-HNA Rwy 04L. LOC only.

**ILS/DME** 111.75 I-SAJ Chan 54(Y) Rwy 09L. Class IIID

**ILS/DME** 111.75 I-ABU Chan 54(Y) Rwy 27R. Class IIIE. DME unusable by 10° right of course.

**COMM/NAV/WEATHER REMARKS:** CLASS B frequency 133.5 for VFR acft req tfc advisories or to transition CLASS B South of O'Hare. CLASS B frequency 120.55 for VFR acft req tfc advisories or to transition CLASS B North of O'Hare. If unable to ctc Chicago App/Dep Control 133.1; call 312-686-0681 to obtain IFR CLNC.

• • • • •  
**HELIPAD H1:** H200X100 (CONC) PERIMETER LIGHTS

**HELIPORT REMARKS:** H1 apch departure paths are E and W.



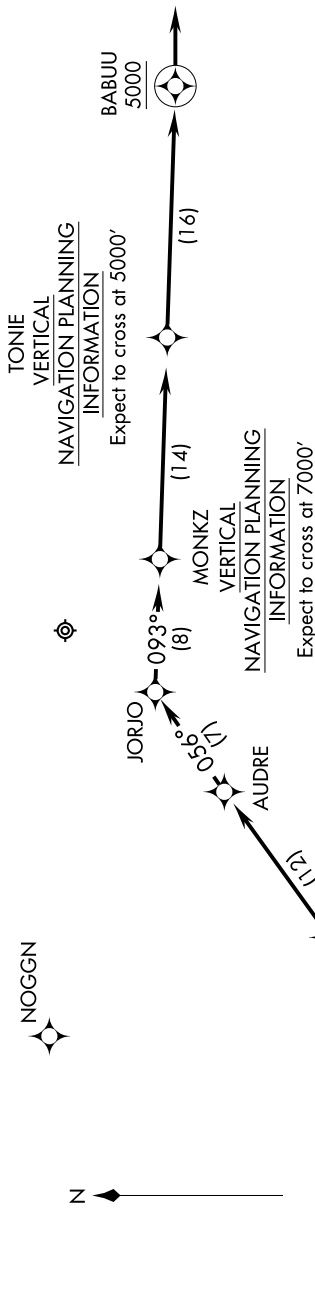


(BENKY.BENKY1) 10042 ST-166 (FAA)  
**BENKY ONE ARRIVAL (RNAV) Arrival Route**

CHICAGO O'HARE INTL  
 CHICAGO, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO APP CON  
 119.0 393.1  
 ORD ATIS  
 135.4 282.225



NOTE: ORD landing east: Expect radar vectors to final approach course after NEWRK.

9 NM  
 BENKY  
 VERTICAL  
 NAVIGATION PLANNING  
 INFORMATION  
 Expect to cross at 11000'

BAYLI TRANSITION (BAYLI.BENKY1):  
FORISTELL TRANSITION (FTZ.BENKY1):  
KIRKSVILLE TRANSITION (IRK.BENKY1):  
ST LOUIS TRANSITION (STL.BENKY1):

From BENKY via 065° track to NEWRK, thence as depicted to BABUU, thence via 093° heading. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

**BENKY ONE ARRIVAL (RNAV) Arrival Route**  
 (BENKY.BENKY1) 10042

CHICAGO, ILLINOIS  
 CHICAGO O'HARE INTL

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....

FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....

KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....

ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....

....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

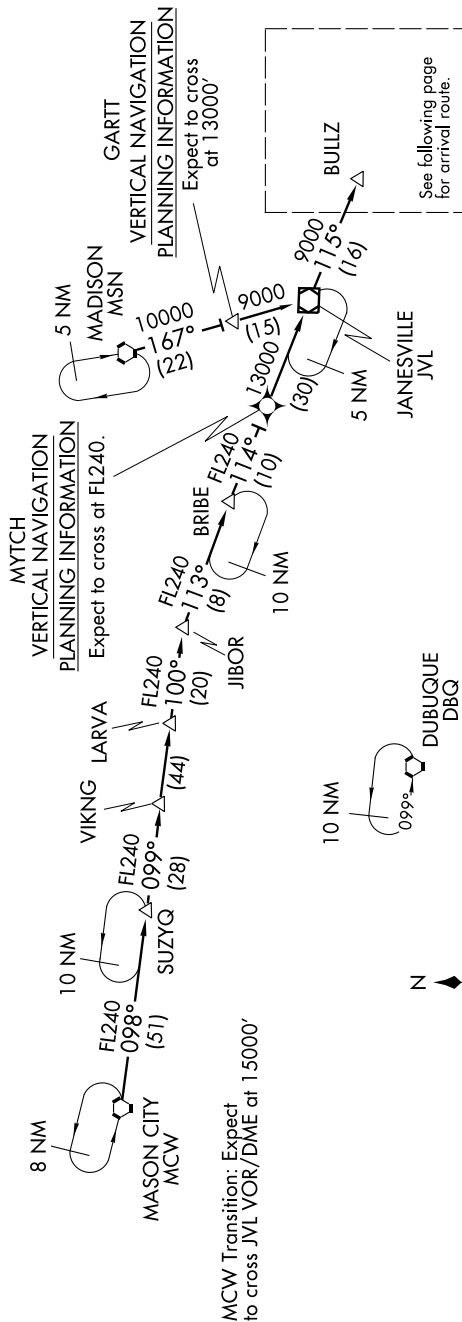
EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

(BULLZ.BULLZ1) 10042  
ST-166 (FAA)  
BULLZ ONE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL  
CHICAGO, ILLINOIS

NOTE: MSN Transition: For non-GPS equipped aircraft, BAE DME must be operational.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: RADAR Required.  
NOTE: RNAV 1.



NOTE: Chart not to scale.

(Continued on next page)

BULLZ ONE ARRIVAL (RNAV) Transition Routes  
(BULLZ.BULLZ1) 10042

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

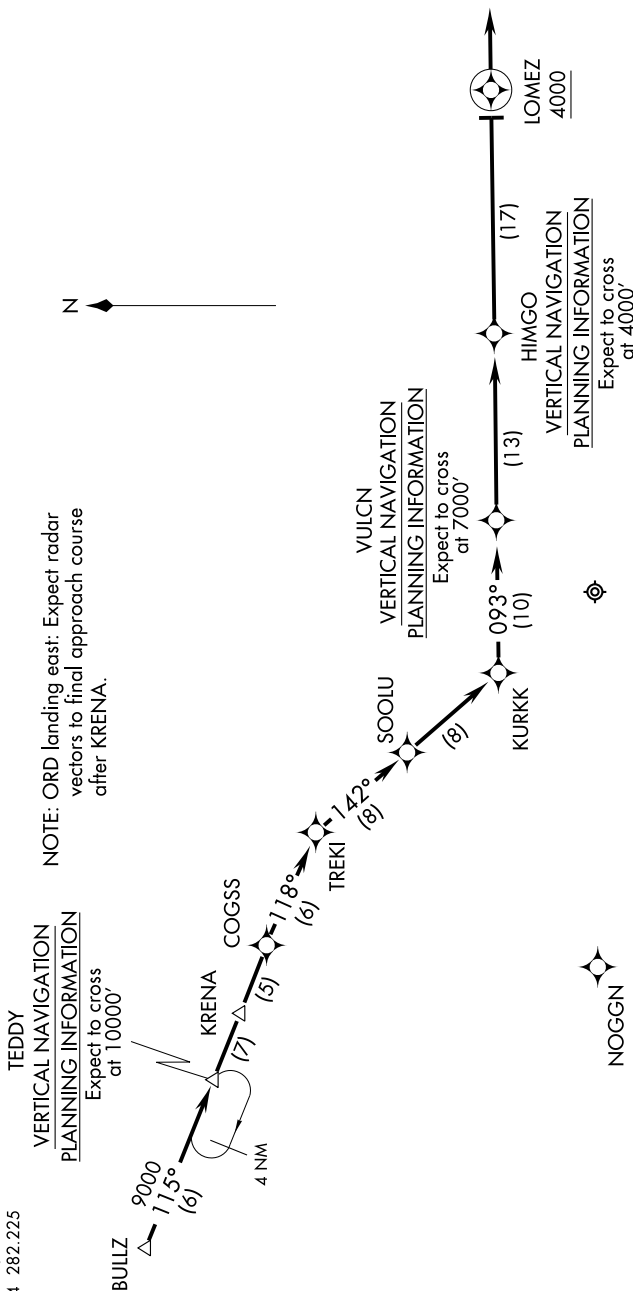
(BULLZ.BULLZ1) 10042

# BULLZ ONE ARRIVAL (RNAV) Arrival Route

CHICAGO O'HARE INTL  
CHICAGO, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO APP CON  
119.0 393.1  
ORD ATIS  
135.4 282.225



**MADISON TRANSITION (MSN.BULLZ1):**  
**MASON CITY TRANSITION (MCW.BULLZ1):**

From BULLZ via 115° track to TEDDY, thence as depicted to LOMEZ, thence via 093° heading. Expect radar vectors to final approach course.

# BULLZ ONE ARRIVAL (RNAV) Arrival Route

(BULLZ.BULLZ1) 10042

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

EC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-FJU <b>110.1</b>	APP CRS <b>045°</b>	Rwy ldg TDZE <b>661</b> Apt Elev <b>672</b>
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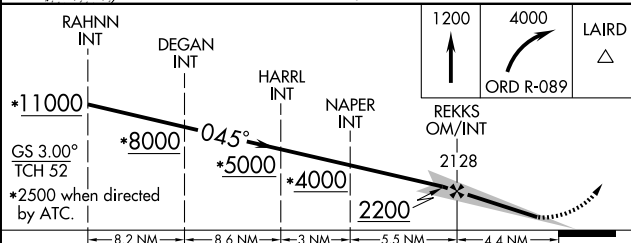
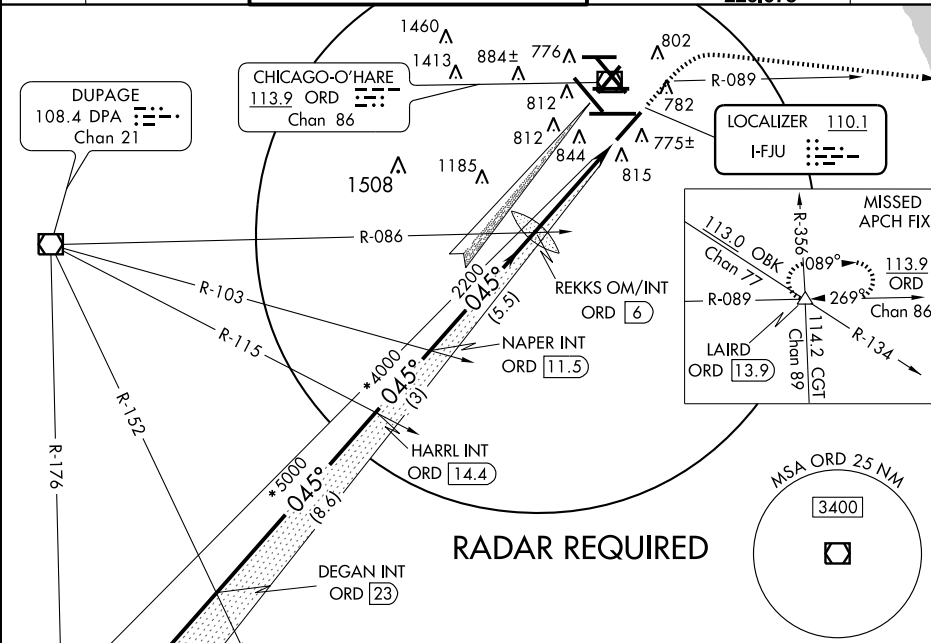
# ILS or LOC RWY 4R

CHICAGO-O'HARE INTL (ORD)

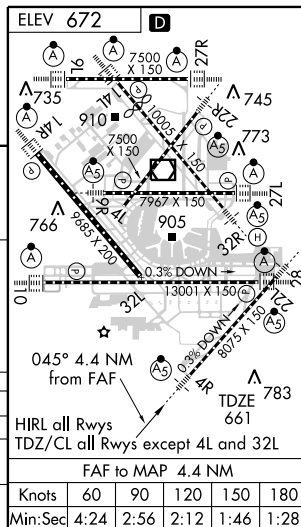


MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD Int and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> (CENTER) <b>120.75 126.9 132.7 348.0</b>	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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




CATEGORY	A	B	C	D
S-ILS 4R	861/18	200 (200-1/2)		
S-LOC 4R	1260/24 599 (600-1/2)	1260/50 599 (600-1)	1260/60 599 (600-1/4)	
CIRCLING	1260-1 588 (600-1)	1260-1 1/2 588 (600-1/2)	1260-2 588 (600-2)	

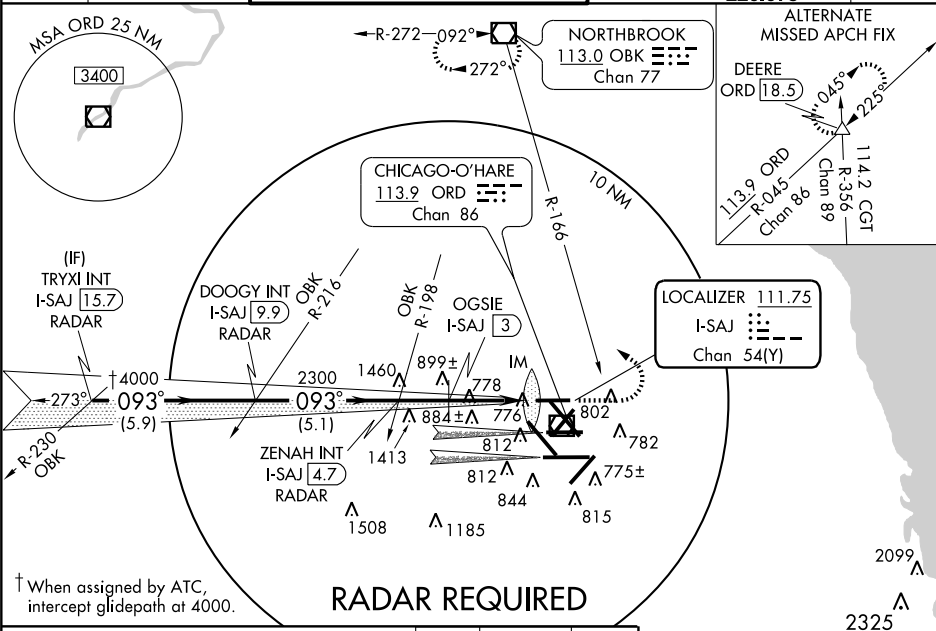


LOC/DME I-SAJ <b><u>111.75</u></b> Chn <b>54</b> (Y)	APP CRS <b>093°</b>	Rwy Idg <b>7500</b> TDZE <b>668</b> Apt Elev <b>672</b>
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ILS or LOC RWY 9L  
CHICAGO-O'HARE INTL (ORD)

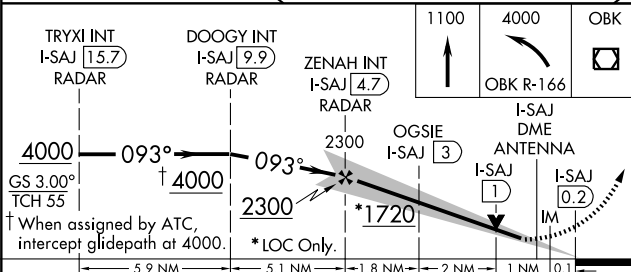
<p>  Simultaneous approach authorized with Rwy 9R and 10.   Localizer unusable for rollout guidance.         </p>	<p>             ALSF-2   </p>	<p>             MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.         </p>
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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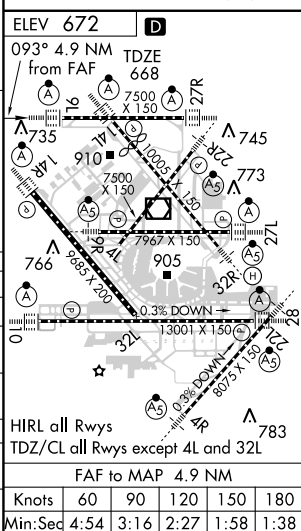


**EC-3, 26 AUG 2010 to 23 SEP 2010**

EC-3. 26 AUG 2010 to 23 SEP 2010






CATEGORY	A	B	C	D
S-ILS 9L	868/18 200 (200-½)			
S-LOC 9L	1720/40 1052 (1100-¾)	1720/50 1052 (1100-1)	1720-2½	1052 (1100-2½)
CIRCLING	1720-1¼ 1048 (1100-1¼)	1720-1½ 1048 (1100-1½)	1720-3	1048 (1100-3)
OGSIE FIX MINIMUMS				
S-LOC 9L	1080/24 412 (500-½)		1080/40 412 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

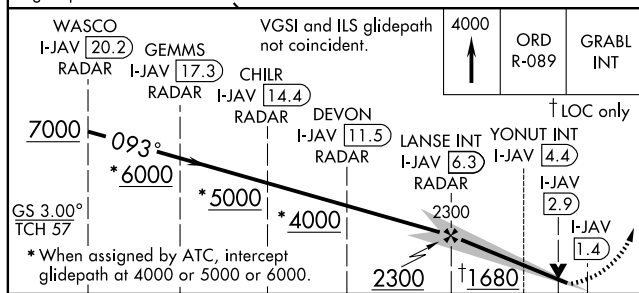
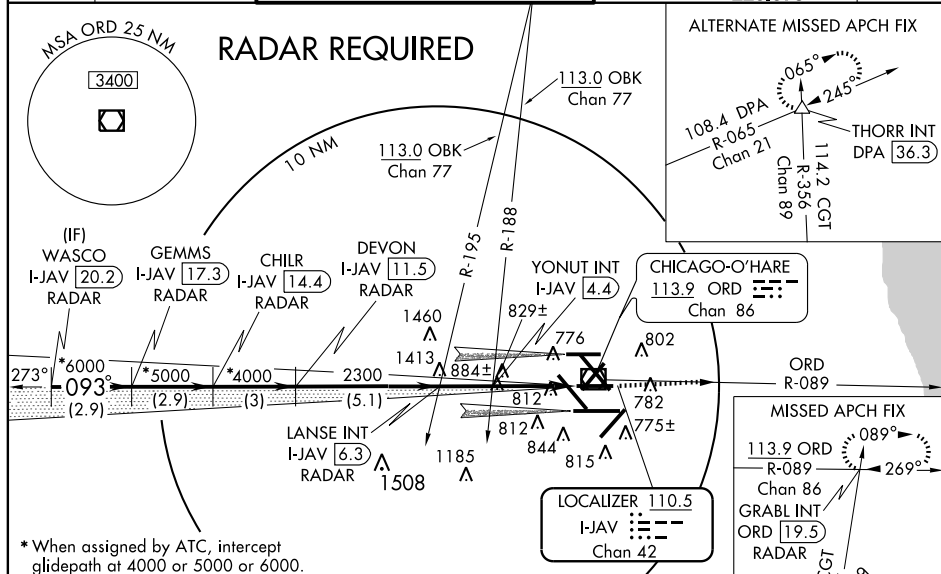




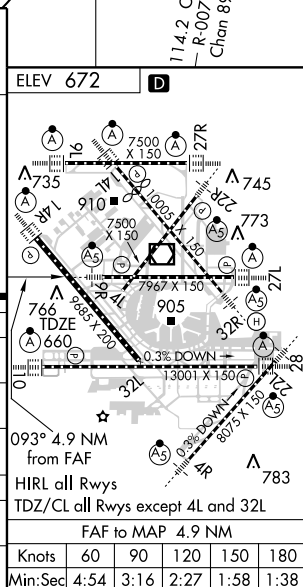
LOC/DME I-JAV <b><u>110.5</u></b> Chan <b>42</b>	APP CRS <b>093°</b>	Rwy Idg <b>7967</b> TDZE <b>660</b> Apt Elev <b>672</b>
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ILS or LOC RWY 9R  
CHICAGO-O'HARE INTL (ORD)

 Simultaneous approach authorized with Rwy 9L and 10.  DME or RADAR Required.		MALSR 		MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-089 to GRABL Int/ORD 19.5 DME/RADAR and hold.	
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b>		(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	
				CLNC DEL <b>121.6</b>	



	2.9 NM	2.9 NM	3 NM	5.1 NM	1.9 NM	1.5	1.5
CATEGORY	A	B	C	D			
S-ILS 9R	860/18 200 (200-½)						
S-LOC 9R	1680/40 1020 (1100-¾)	1680/50 1020 (1100-1)	1680-2 ½ 1020 (1100-2½)				
CIRCLING	1680-1¼ 1008 (1100-1¼)	1680-1½ 1008 (1100-1½)	1680-3 1008 (1100-3)				
YONUT FIX MINIMUMS							
S-LOC 9R	1200/24 540 (600-½)			1200/50 540 (600-1)	1200/60 540 (600-1¼)		
CIRCLING	1220-1 548 (600-1)			1220-1½ 548 (600-1½)	1240-2 568 (600-2)		





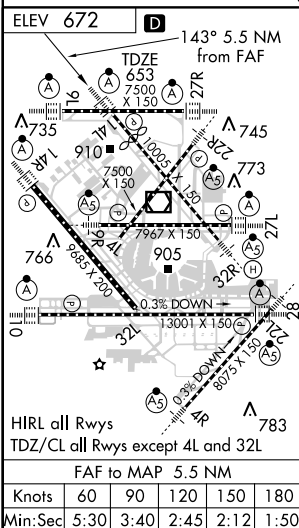
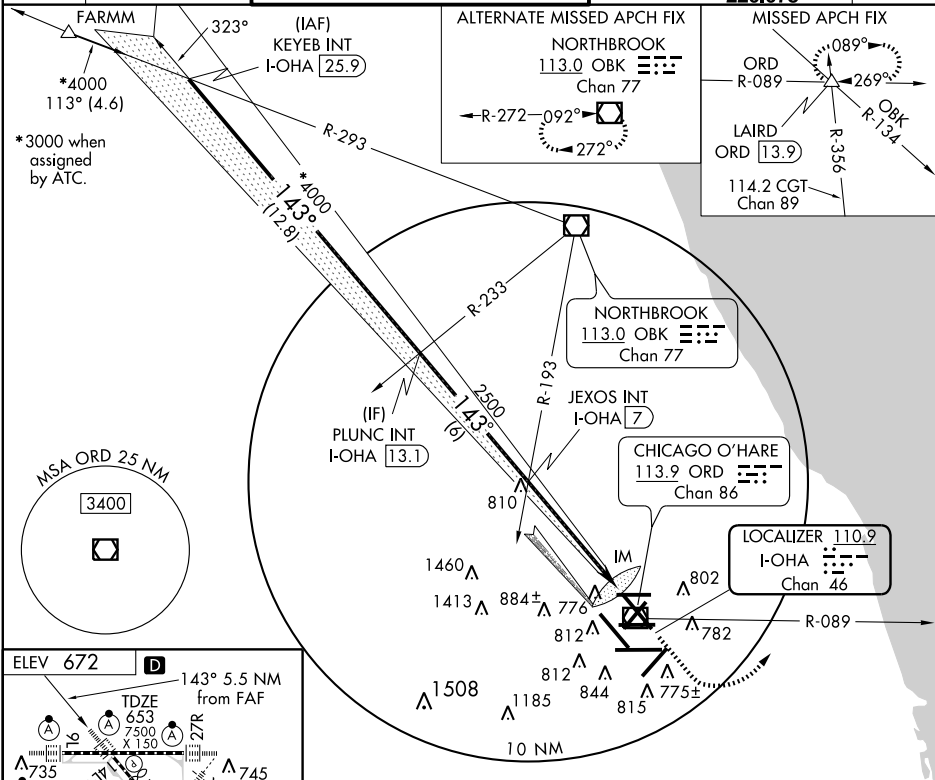
LOC/DME I-OHA	APP CRS	Rwy Idg	8007
<b>110.9</b>	<b>143°</b>	TDZE	<b>653</b>
Chan <b>46</b>		Apt Elev	<b>672</b>

# ILS or LOC RWY 14L

## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.	ALS-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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*3000 when assigned by ATC.			
KEYEB INT I-OHA [25.9]	PLUNC INT I-OHA [13.1]	JEXOS INT I-OHA [7]	I-OHA [2.8]
Procedure Turn NA			
GS 3.00° TCH 58			
143°	143°	2500	2500
12.8 NM	6 NM	4.2 NM	1.2
0.1			
CATEGORY	A	B	C
S-ILS 14L	853/18	200 (200-½)	
S-LOC 14L	1140/24 487 (500-½)	1140/40 487 (500-¾)	1140/50 487 (500-1)
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)

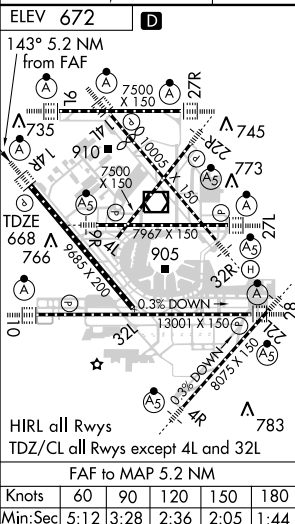
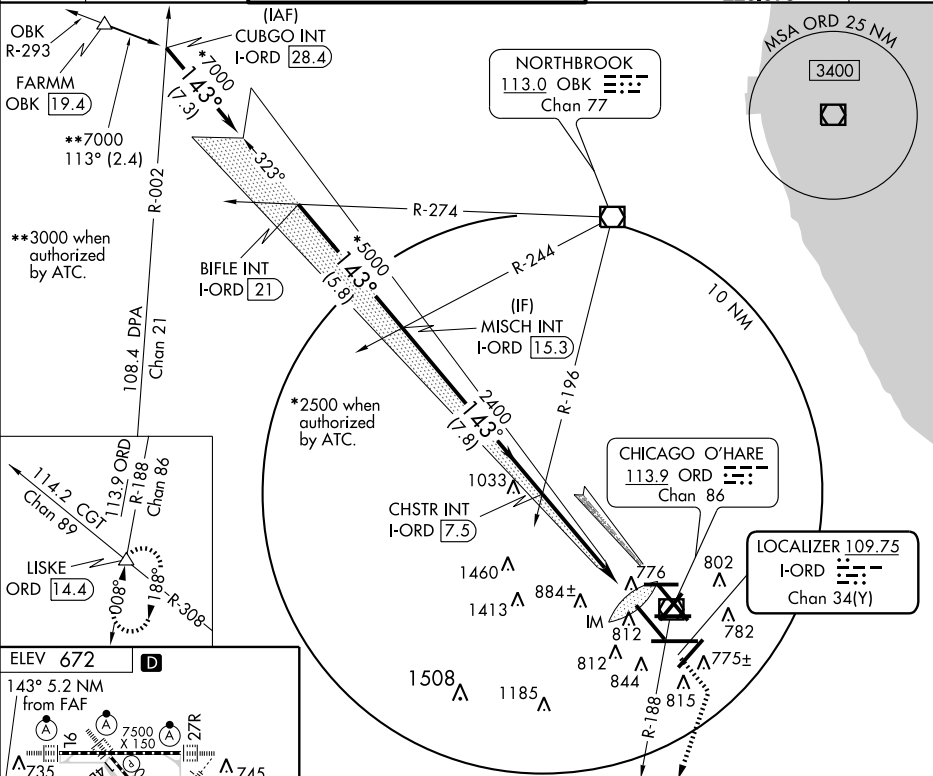
LOC/DME I-ORD <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>143°</b>	Rwy ldg TDZE Apt Elev <b>8650</b> <b>668</b> <b>672</b>
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# ILS or LOC RWY 14R

CHICAGO-O'HARE INTL (ORD)

<b>Simultaneous approach authorized with Rwy 14L.</b>	<b>ALSf-2</b> 	<b>MISSED APPROACH:</b> Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.
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<b>ATIS</b> <b>135.4</b> <b>282.225</b>	<b>CHICAGO APP CON</b> <b>119.0 393.1</b>	<b>O'HARE TOWERS</b> <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>(TWR NORTH) GND CON (TWR CENTER)</b> <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	<b>CLNC DEL</b> <b>121.6</b>
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CHICAGO, ILLINOIS  
Amdt 30B 10210

CUBGO INT I-ORD <u>28.4</u>		BIFLE INT I-ORD <u>21</u>		VGSI and ILS glidepath not coincident.		1700	4000	LISKE △
**3000 when authorized by ATC.				MISCH INT I-ORD <u>15.3</u>		CHSTR INT I-ORD <u>7.5</u>	hdg 220°	
**7000		143°	143°		2400	I-ORD <u>3.6</u>	ORD R-188	
Procedure Turn NA		*7000	*5000					
GS 3.00° TCH 56		*2500 when authorized by ATC.					I-ORD <u>2.3</u>	
		7.3 NM	5.8 NM	7.8 NM	3.9 NM	1.1 NM	0.2	
CATEGORY	A		B		C		D	
S-ILS 14R	868/18				200 (200-½)			
S-LOC 14R	1140/24	472 (500-½)		1140/40 472 (500-¾)		1140/50 472 (500-1)		
CIRCLING	1220-1	548 (600-1)		1220-1½ 548 (600-1½)		1240-2 568 (600-2)		

41°59'N - 87°54'W

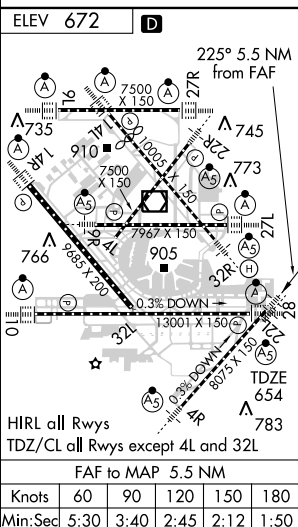
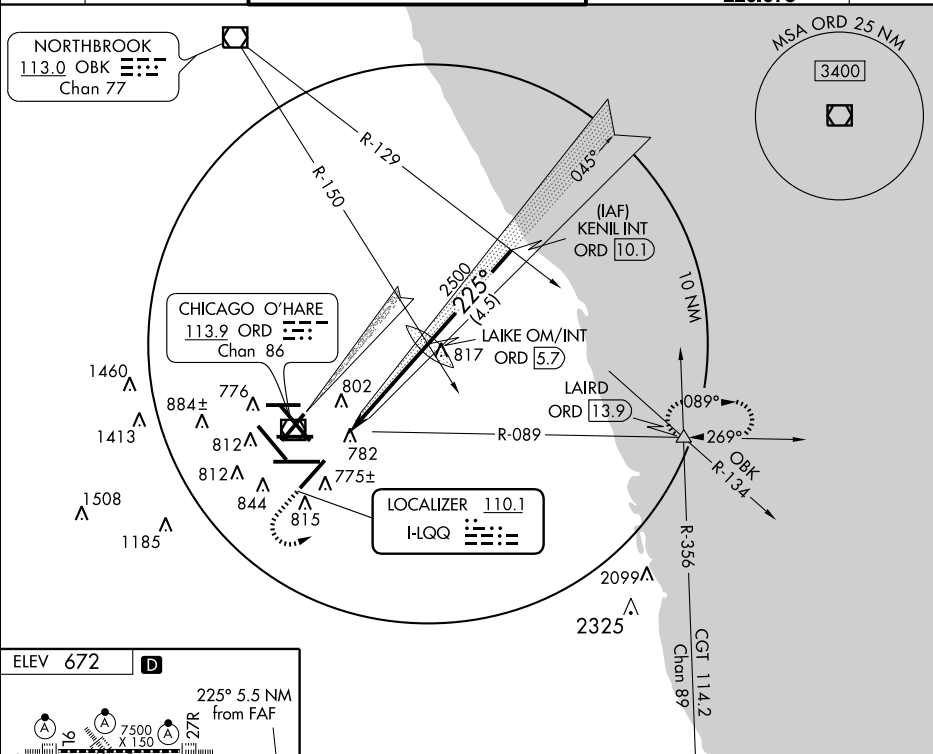
CHICAGO-O'HARE INTL (ORD)  
ILS or LOC RWY 14R

LOC I-LQQ	APP CRS	Rwy Idg	<b>8075</b>
<b>110.1</b>	<b>225°</b>	TDZE	<b>654</b>
		Apt Elev	<b>672</b>

# ILS or LOC RWY 22L

## CHICAGO-O'HARE INTL (ORD)

<b>Simultaneous approach authorized with Rwy 22R.</b> <b>RADAR REQUIRED.</b>		<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1100, then climbing left turn to 4000 via ORD VOR/DME R-089 to LAIRD Int and hold.	
<b>ATIS</b> <b>135.4</b> <b>282.225</b>	<b>CHICAGO APP CON</b> <b>119.0 393.1</b>	<b>O'HARE TOWERS</b> <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>(TWR NORTH) GND CON (TWR CENTER)</b> <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>CLNC DEL</b> <b>121.6</b>



CHICAGO, ILLINOIS

Amdt 4H 10210


41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 22L

LOC I-RXZ <b><u>111.3</u></b>	APP CRS <b>223°</b>	Rwy Idg <b>7500</b> TDZE <b>651</b> Apt Elev <b>672</b>
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ILS or LOC RWY 22R  
CHICAGO-O'HARE INTL (ORD)

<b>T</b> Simultaneous approach authorized with Rwy 22L. For inoperative MALSR, increase DME minimums S-LOC 22R Cat. D visibility to RVR 5000. DME from ORD VOR/DME.	MALSR 		MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct DPA VOR/DME and hold.	
			(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)		

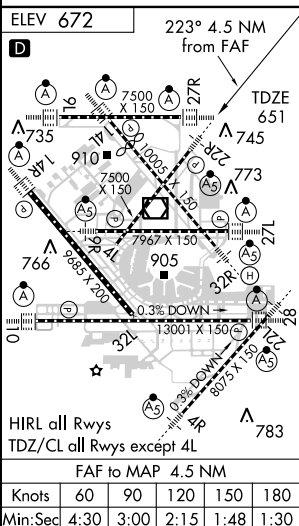
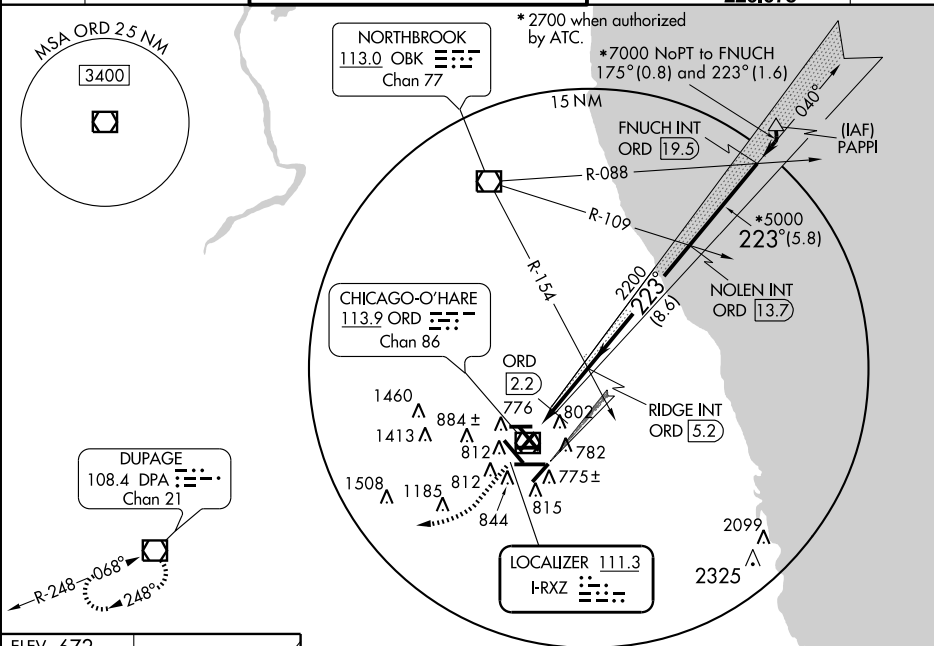


Diagram illustrating the layout of a VORTAC station and associated navigation aids. The diagram shows a VORTAC station (VGS) and a VGS (VORTAC) station. Distances are marked in NM: 1.5 NM, 3 NM, 8.6 NM, and 5.8 NM. Altitudes are marked in feet: 1300, 4000, 1220, 2200, 5000, 7000, and 9500. A 223-degree bearing is indicated. A note states: "Procedure Turn NA GS 3.00° TCH 52". A note also states: "\*2700 when authorized by ATC."

LOC/DME I-AC	APP CRS	Rwy Idg	<b>7967</b>
<u><b>110.5</b></u>		TDZE	<b>653</b>
Chan <b>42</b>	<b>273°</b>	Apt Elev	<b>672</b>

## ILS or LOC RWY 27L

CHICAGO-O'HARE INTL (ORD)


**T** Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR required. Light poles and sign up to 739 MSL located between 580 ft and 980 ft south of Rwy.



**MISSED APPROACH:** Climb to 4000 via  
ORD VOR/DME R-267 to WASCO  
Int/ORD 19.4 DME/RADAR and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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NORTHBROOK  
113.0 OBK    
Chn 77



MSA ORD 25 NM

3400

MISSED APCH FIX

ORD R-267

DPA R-004

113.9 ORD

Chan 86

087°

267°

08.4 DPA

Chan 21

WASCO

ORD 19.4

RADAR

CHICAGO-O'HARE  
113.9 ORD  
Chan 86

LOCALIZER 110.5  
I-IAC : :  
Chgn 42

ELEV 672

## RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

[illegible]

HIRL all Rwyys

TDZ/CL all Rwy's except 4L and 32L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CHICAGO, ILLINOIS

Amdt 28A 10210

CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 27L

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-ABU  
**111.75**  
 Chan **54** (Y)

APP CRS  
**273°**

Rwy ldg  
 TDZE **664**  
 Apt Elev **672**

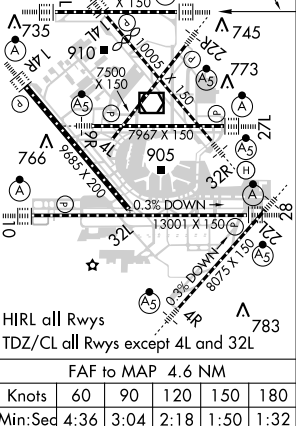
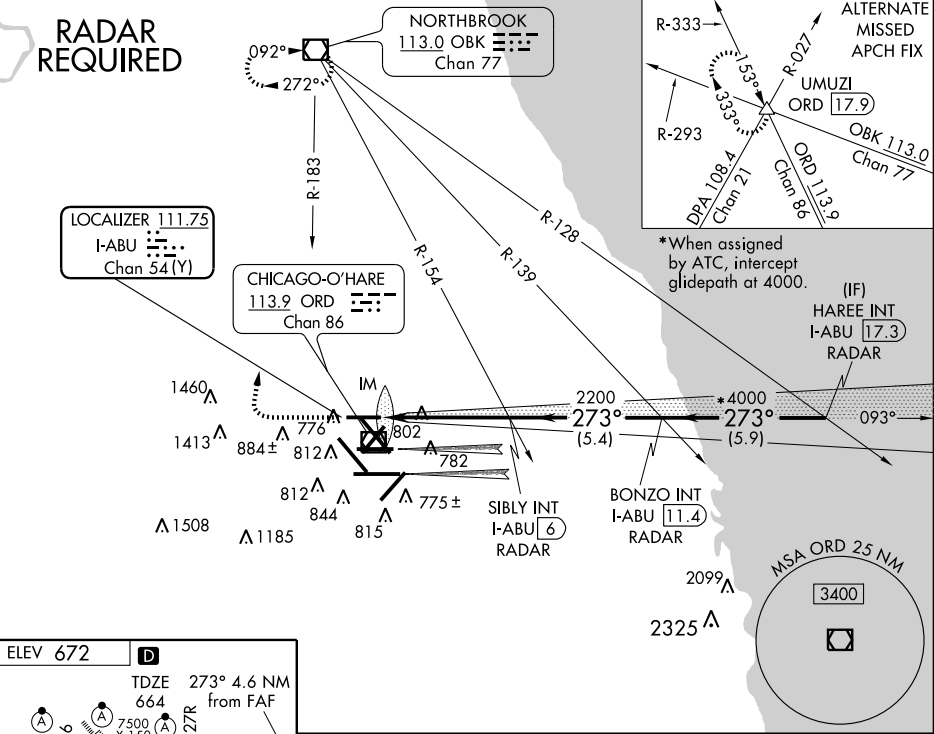
**ILS or LOC RWY 27R**  
 CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> (CENTER) <b>120.75 126.9 132.7 348.0</b>			(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CINC DEL <b>121.6</b>
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1100 ↑		4000 ↗		OBK R-183		OBK ☐		BONZO INT I-ABU 11.4 RADAR		HAREE INT I-ABU 17.3 RADAR	
						SIBBY INT I-ABU 6 RADAR		273°		4000	
		I-ABU 1.4		I-ABU 2.5		2200		*4000		GS 3.00° TCH 55	
		IM				2200		*When assigned by ATC, intercept glidepath at 4000.			
		0.1		1.0		3.5 NM		5.4 NM		5.9 NM	
CATEGORY		A		B		C		D			
S-ILS 27R		864/18 200 (200-½)									
S-LOC 27R		1060/24 396 (400-½)									
CIRCLING		1220-1 548 (600-1)									
		1220-1½ 548 (600-1½)									
		1240-2 568 (600-2)									



LOC/DME I-TSL <b>111.1</b> Chan <b>48</b>	APP CRS <b>273°</b>	Rwy Idg <b>13001</b> TDZE <b>651</b> Apt Elev <b>672</b>
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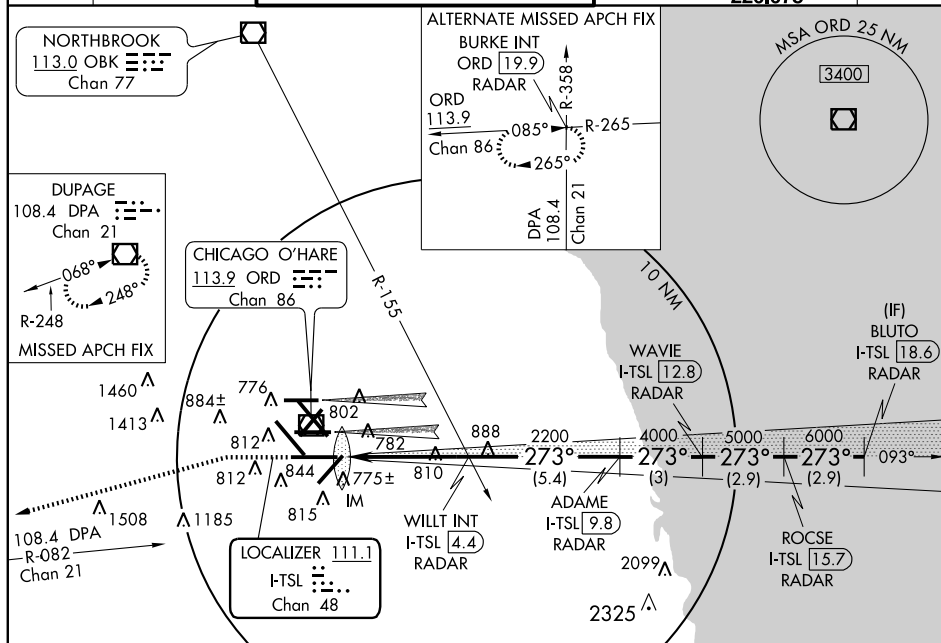
ILS or LOC RWY 28  
CHICAGO-O'HARE INTL (ORD)

**T** Simultaneous approach authorized with Rwy 27L/R.  
DME or RADAR required.

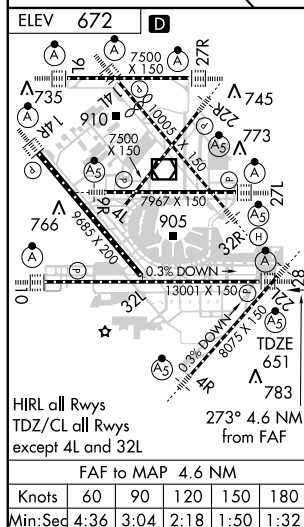
ALSF-2

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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## RADAR REQUIRED



1100 ↑	4000 hdg 215° DPA R-082	DPA 	*When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.			
CATEGORY	A	B	C	D		
S-ILS 28	851/18 200 (200-½)					
S-LOC 28	1060/24 409 (400-½)	1060/40 409 (400-¾)				
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)			

CHICAGO, ILLINOIS  
Amdt 15A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)  
ILS or LOC RWY 28

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



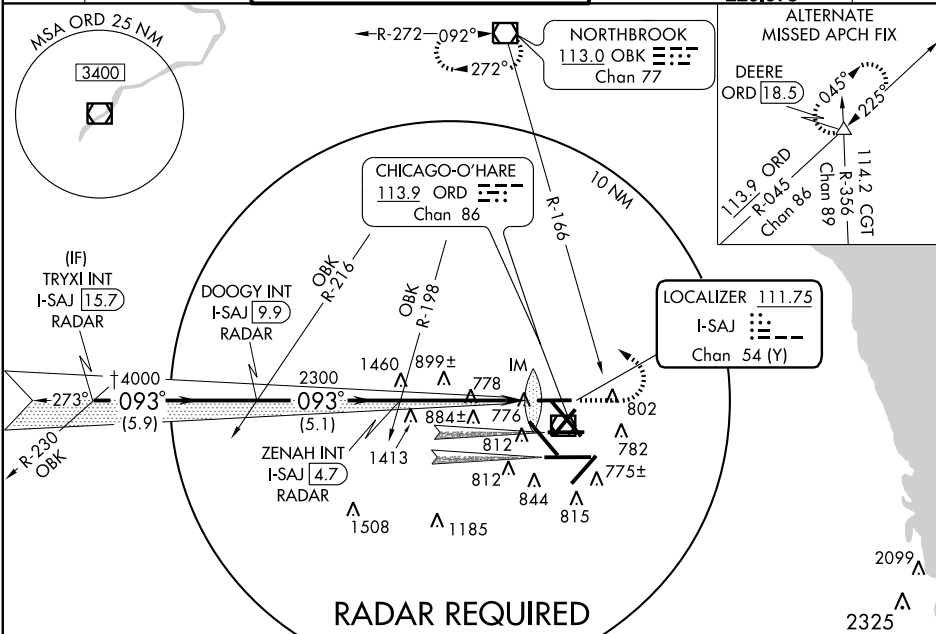
LOC/DME I-SAJ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>668</b> <b>672</b>
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# ILS RWY 9L (CAT II)

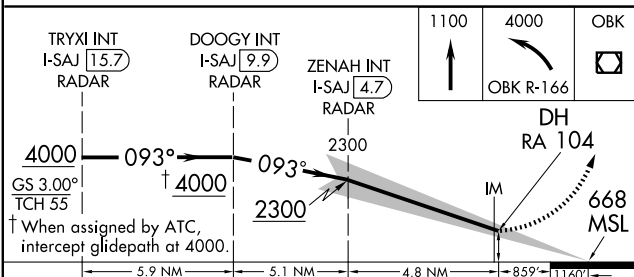
## CHICAGO-O'HARE INTL (ORD)

<p>Simultaneous approach authorized with Rwy 9R and 10. Localizer unusable for rollout guidance.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.</p>
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<p>ATIS <b>135.4</b> <b>282.225</b></p>	<p>CHICAGO APP CON <b>119.0 393.1</b></p>	<p>O'HARE TOWERS (NORTH) <b>128.15 126.9 132.7 348.0</b> (CENTER)</p>	<p>(TWR NORTH) GND CON (TWR CENTER) <b>124.125 121.75 (OBND) 121.9 (IBND) 226.675</b></p>	<p>CLNC DEL <b>121.6</b></p>
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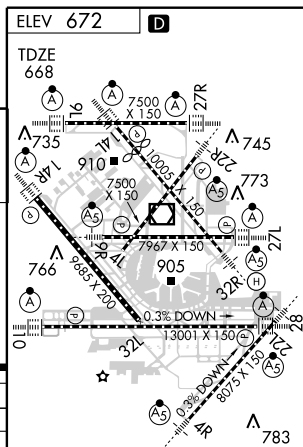


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 09L	RA 104/12 100 DA 768			

### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's  
TDZ/CL all Rwy's except 4L and 32L

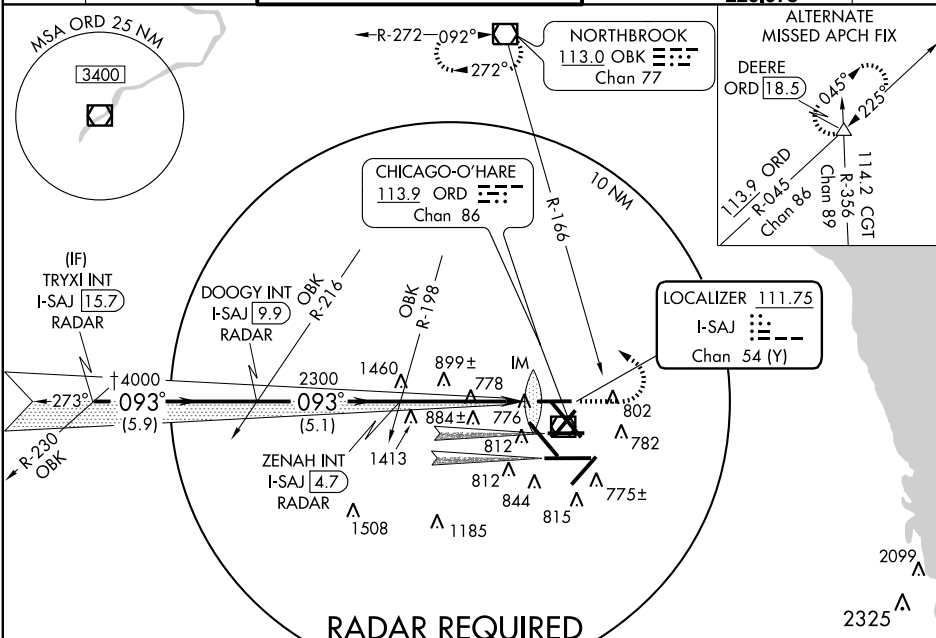
LOC/DME I-SAJ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>668</b> <b>672</b>
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# ILS RWY 9L (CAT III)

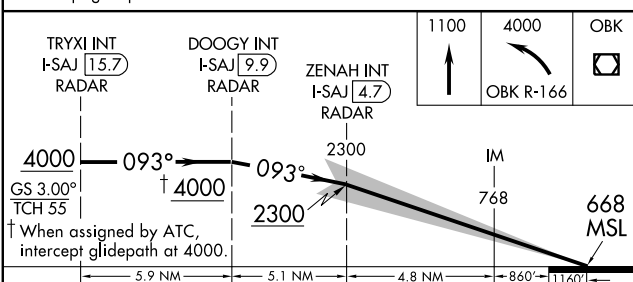
## CHICAGO-O'HARE INTL (ORD)

<p>Simultaneous approach authorized with Rwy 9R and 10. Localizer unusable for rollout guidance.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.</p>
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<p>ATIS <b>135.4</b> <b>282.225</b></p>	<p>CHICAGO APP CON <b>119.0 393.1</b></p>	<p>O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)</p>	<p>(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b></p>	<p>CLNC DEL <b>121.6</b></p>
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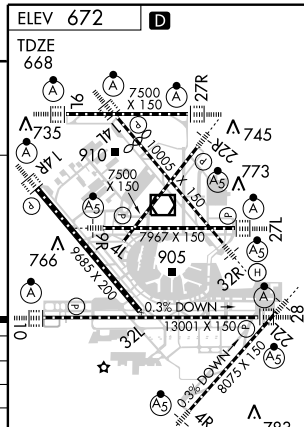


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 9L		CAT IIIa RVR 07		
S-ILS 9L		CAT IIIb NA		
S-ILS 9L		CAT IIIc NA		

**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all Rwy's  
TDZ/CL all Rwy's except 4L and 32L

LOC/DME I-MED <u>111.1</u> Chan <b>48</b>	APP CRS <b>093°</b>	Rwy Idg <b>12246</b> TDZE <b>672</b> Apt Elev <b>672</b>
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**ILS RWY 10 (CAT II)**  
CHICAGO-O'HARE INTL (ORD)


**T** Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

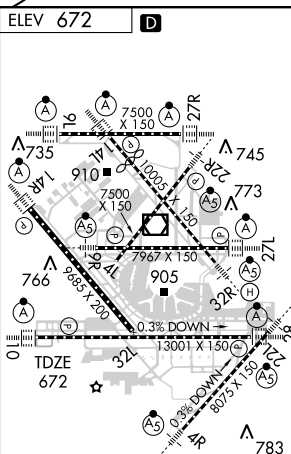
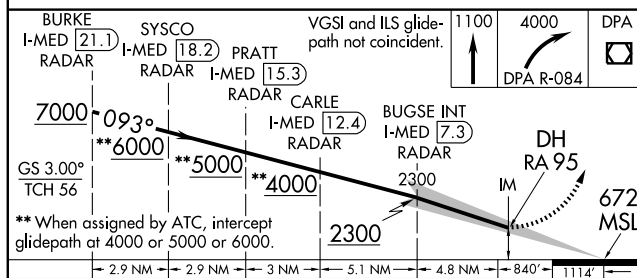
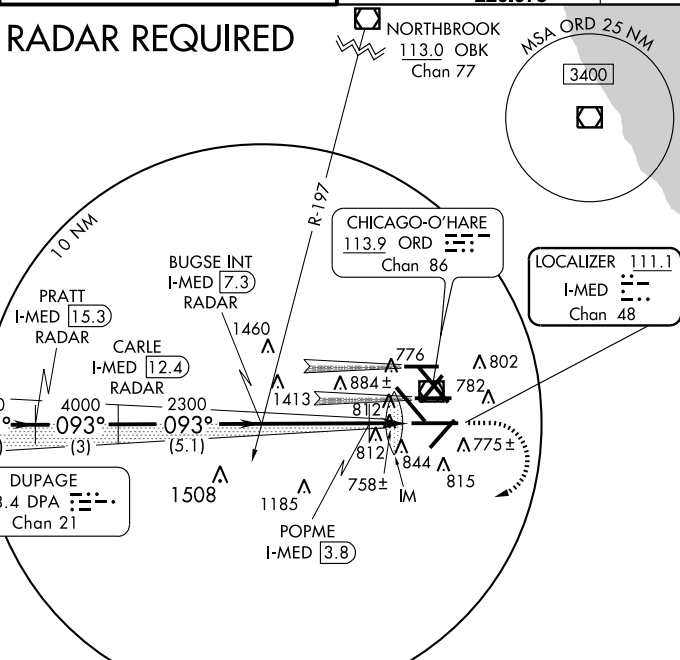
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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## RADAR REQUIRED

 **NORTHBROOK**  
113.0 OBK  
Chn 77

MSA ORD 25 NM

25 NM



HIRL all Rwy's  
TDZ/CL all Rwy's except 4L and 32L

CHICAGO, ILLINOIS  
Amdt 16A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)  
ILS RWY 10 (CAT II)

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

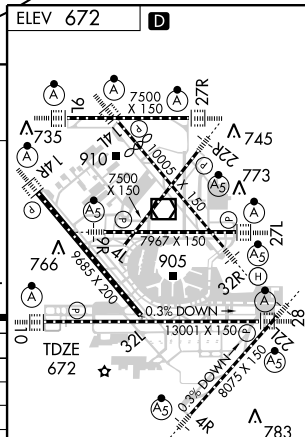
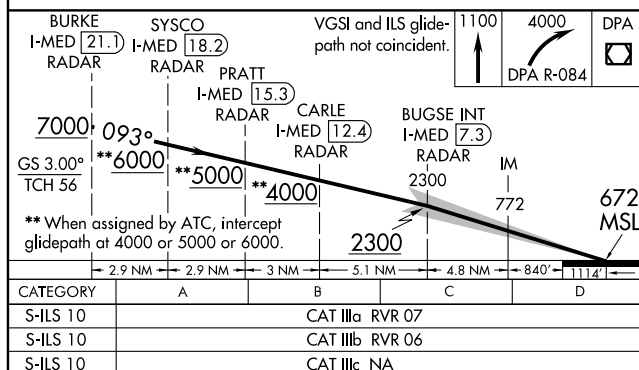
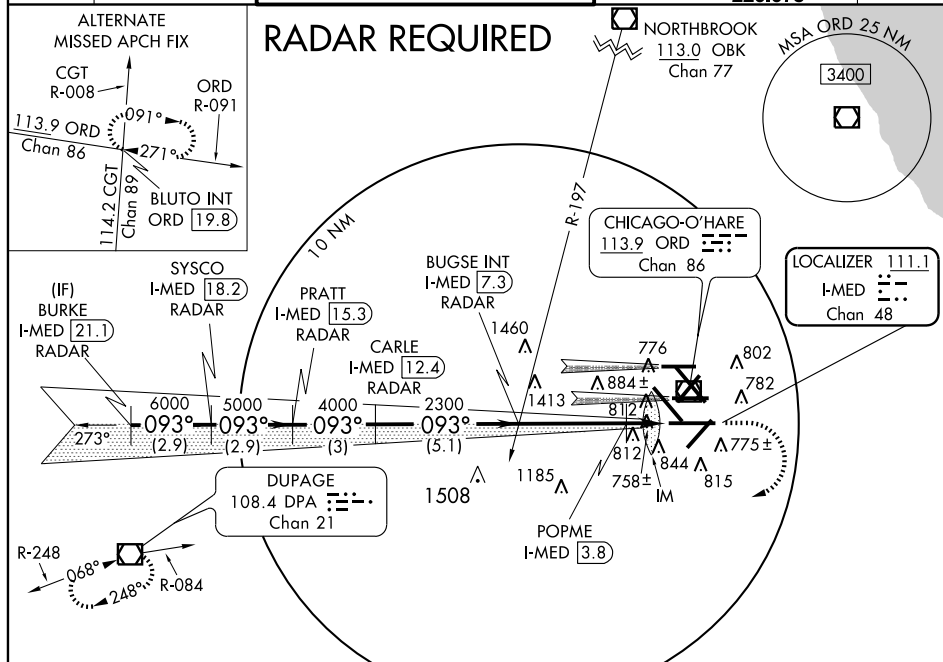
LOC/DME I-MED <b>111.1</b> Chan <b>48</b>	APP CRS <b>093°</b>	Rwy Idg <b>12246</b> TDZE <b>672</b> Apt Elev <b>672</b>
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# ILS RWY 10 (CAT III)

## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15 120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (BND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

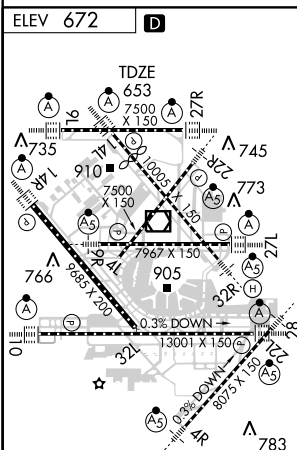
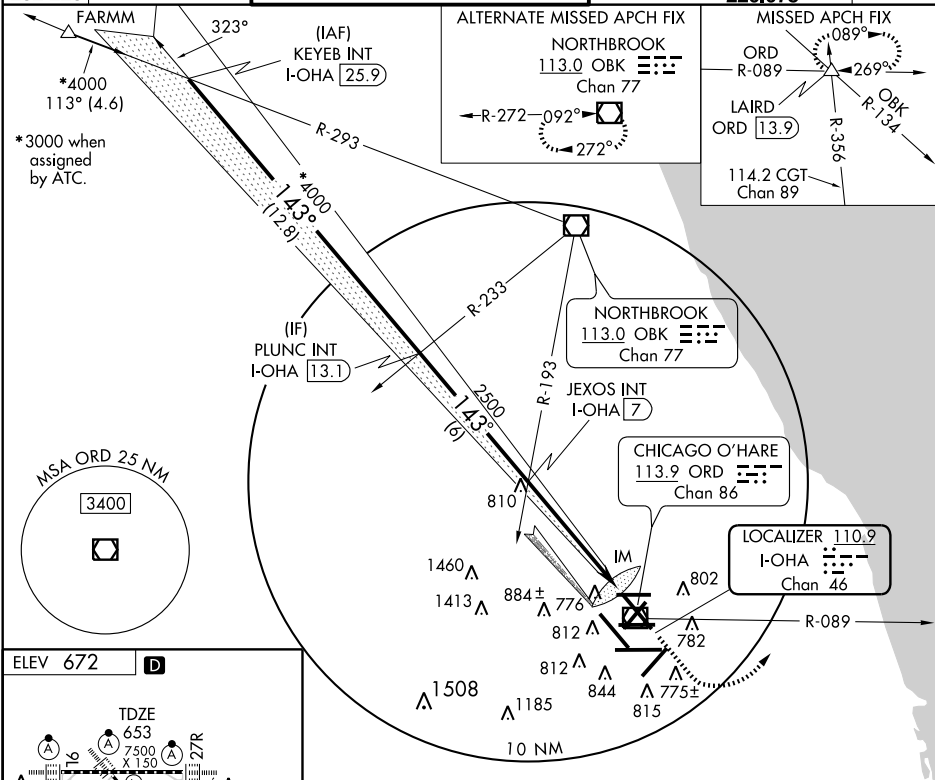
LOC/DME I-OHA	APP CRS	Rwy Idg	8007
<b>110.9</b>	<b>143°</b>	TDZE	<b>653</b>
Chan <b>46</b>		Apt Elev	<b>672</b>

# ILS RWY 14L (CAT II)

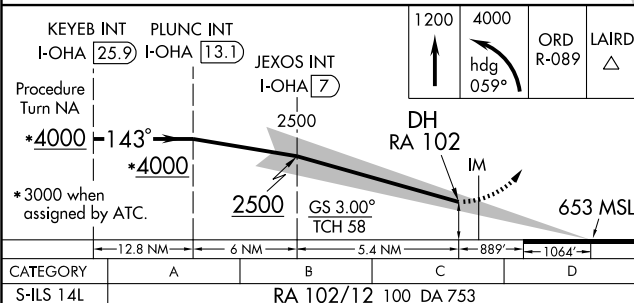
## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.	ALS-F-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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HIRL all Rwy  
TDZ/CL all Rwy except 4L and 32L



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-OHA <b><u>110.9</u></b> Chan <b>46</b>	APP CRS <b>143°</b>	Rwy Idg <b>8007</b> TDZE <b>653</b> Apt Elev <b>672</b>
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## ILS RWY 14L (CAT III)

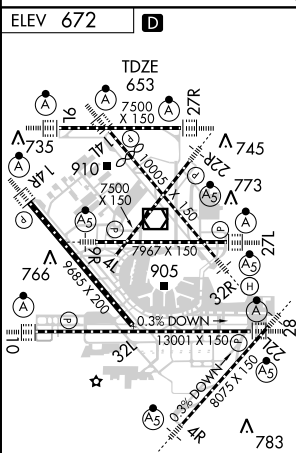
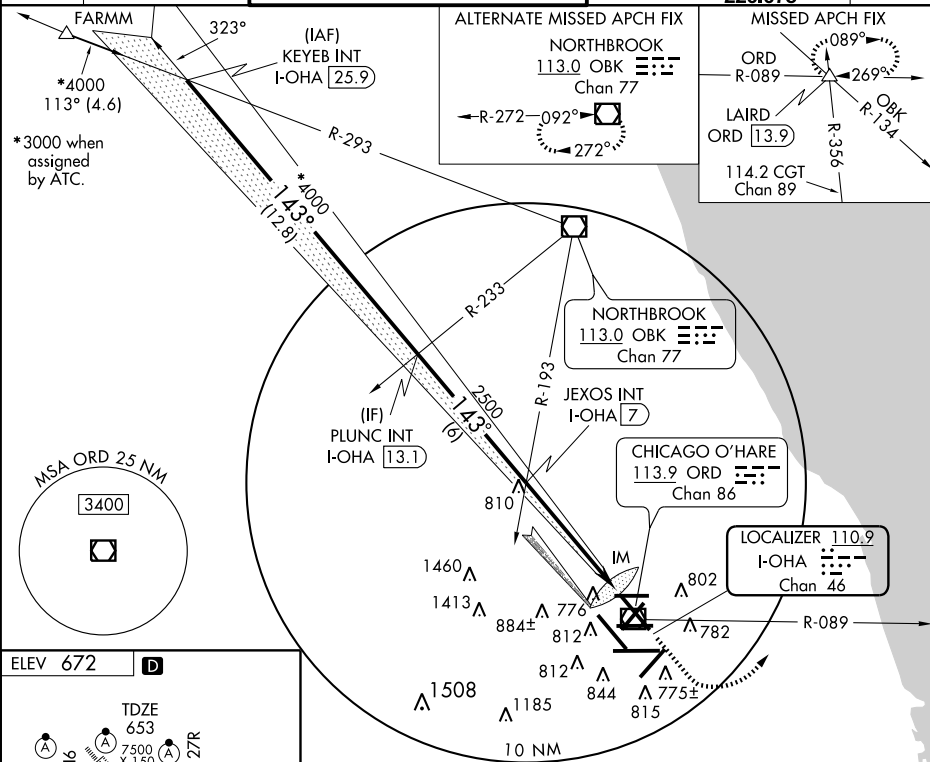
CHICAGO-O'HARE INTL (ORD)

**T** Simultaneous approach authorized with Rwy 14R.




**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(NORTH) 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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HIRL all Rwy's  
TDZ/CL all Rwy's except 4L



KEYEB INT I-OHA 25.9 PLUNC INT I-OHA 13.1 JEXOS INT I-OHA 7

Procedure Turn NA

\*4000 -143°

\*3000 when assigned by ATC.

2500

2500

GS 3.00° TCH 58

1200 4000

IM 885

653 MSL

hdg 059°

ORD R-089

LAIRD △

12.8 NM 6 NM 5.4 NM 753' 1064'

CATEGORY	A	B	C	D
S-ILS 14L	Cat IIIa	RVR 07		
S-ILS 14L	Cat IIIb	RVR 06		
S-ILS 14L	Cat IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS  
Amdt 29B 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)  
U.S. NAVY 141 (CAT III)

ILS RWY 14L (CAT III)

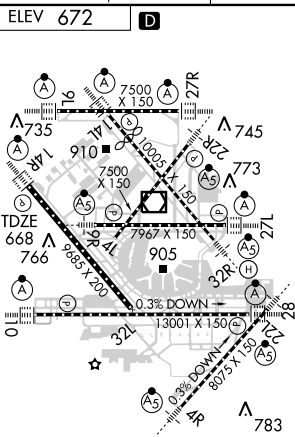
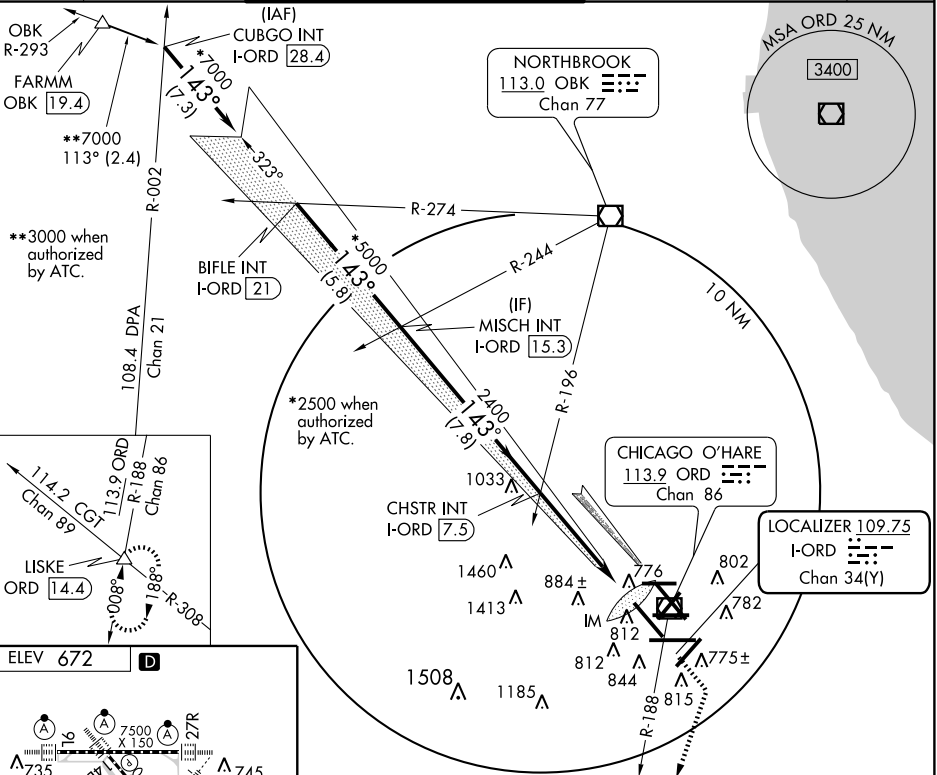


EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO, ILLINOIS	LOC/DME I-ORD <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>143°</b>	Rwy ldg TDZE Apt Elev	<b>8650</b> <b>668</b> <b>672</b>	AL-166 (FAA)	ILS RWY 14R (CAT II) CHICAGO-O'HARE INTL (ORD)
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Simultaneous approach authorized with Rwy 14L.	ALSIF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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HIRL all Rwy's  
TDZ/CL all Rwy's except 4L and 32L

CUBGO INT I-ORD <b>28.4</b>	BIFLE INT I-ORD <b>21</b>	VGSI and ILS glidepath not coincident.	1700	4000	LISKE △
<b>**3000</b> when authorized by ATC.	<b>**7000</b>	<b>**5000</b>	<b>2400</b>	<b>2400</b>	<b>668</b> MSL
Procedure Turn NA GS 3.00° TCH 56	<b>143°</b>	<b>143°</b>	<b>143°</b>	<b>143°</b>	<b>143°</b>
<b>7.3 NM</b>	<b>5.8 NM</b>	<b>7.8 NM</b>	<b>5 NM</b>	<b>883'</b>	<b>954'</b>
CATEGORY S-ILS 14R	A	B	C	D	
RA 110/12 100 DA 768					

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS  
Amdt 30B 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)  
ILS RWY 14R (CAT II)

EC-3, 26 AUG 2010 to 23 SEP 2010

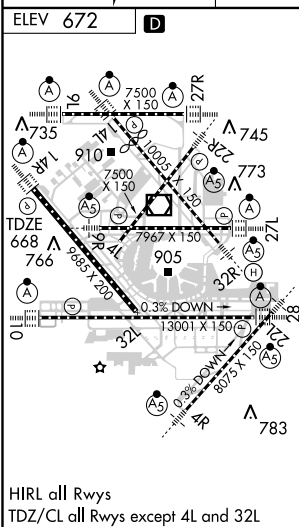
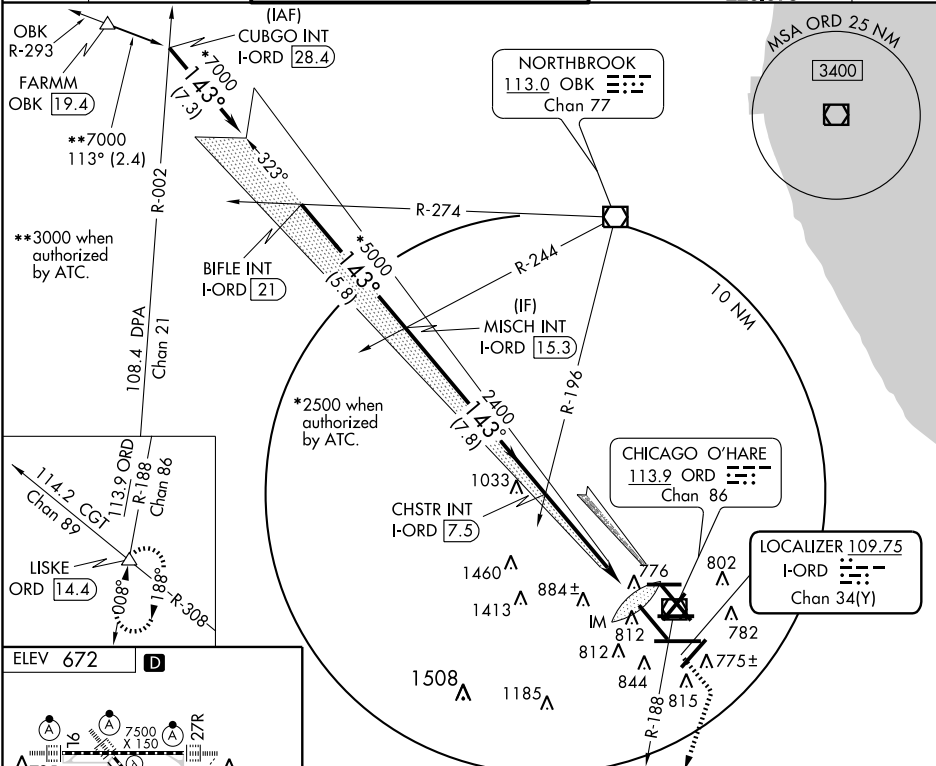
LOC/DME I-ORD <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>143°</b>	Rwy ldg TDZE Apt Elev <b>668</b> <b>672</b>
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# ILS RWY 14R (CAT III)

## CHICAGO-O'HARE INTL (ORD)

<b>Simultaneous approach authorized with Rwy 14L.</b>	<b>ALSf-2</b> 	<b>MISSED APPROACH:</b> Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/I-ORD 14.4 DME and hold.
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<b>ATIS</b> <b>135.4</b> <b>282.225</b>	<b>CHICAGO APP CON</b> <b>119.0 393.1</b>	<b>O'HARE TOWERS</b> <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>(TWR NORTH) GND CON (TWR CENTER)</b> <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	<b>CLNC DEL</b> <b>121.6</b>
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<b>CUBGO INT</b> <b>I-ORD 28.4</b> <b>**3000 when authorized by ATC.</b> <b>**7000</b> <b>Procedure Turn NA</b> <b>GS 3.00°</b> <b>TCH 56'</b>	<b>BIFLE INT</b> <b>I-ORD 21</b> <b>**3000 when authorized by ATC.</b> <b>**7000</b> <b>*2500 when authorized by ATC.</b>	<b>VGSI and ILS glidepath not coincident.</b> <b>MISCH INT</b> <b>I-ORD 15.3</b> <b>CHSTR INT</b> <b>I-ORD 7.5</b>	<b>1700</b> <b>4000</b> <b>hdg 220°</b> <b>ORD R-188</b> <b>LISKE</b> <b>△</b>
<b>CATEGORY</b> <b>S-ILS 14R</b> <b>S-ILS 14R</b> <b>S-ILS 14R</b>	<b>A</b> <b>CAT IIIa</b> <b>CAT IIIb</b> <b>CAT IIIc</b>	<b>B</b> <b>CAT IIIa</b> <b>CAT IIIb</b> <b>CAT IIIc</b>	<b>C</b> <b>RVR 07</b> <b>RVR 06</b> <b>NA</b>

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-AC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

# ILS RWY 27L (CAT II)

## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28.  
DME or RADAR REQUIRED. Light poles and sign up to 739  
MSL located between 580 feet and 980 feet south of Rwy.

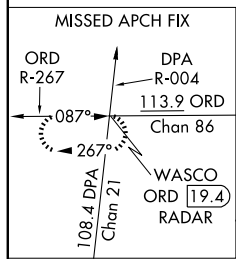
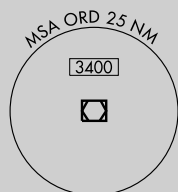
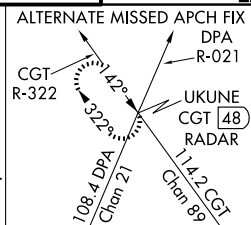
ALSF-2



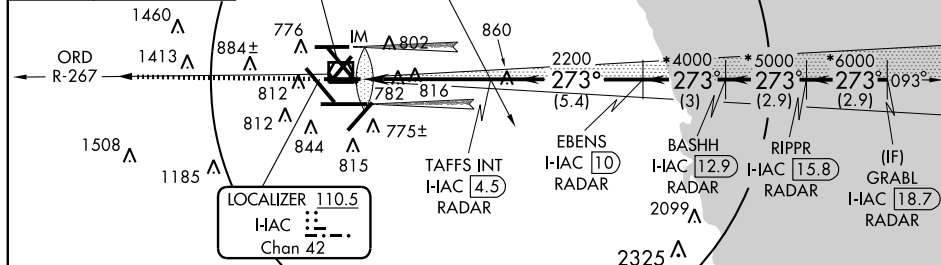
MISSED APPROACH: Climb to 4000 via  
ORD VOR/DME R-267 to WASCO  
Int/ORD 19.4 DME/RADAR and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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NORTHBROOK  
113.0 OBK  
Chan 77



CHICAGO-O'HARE  
113.9 ORD  
Chan 86



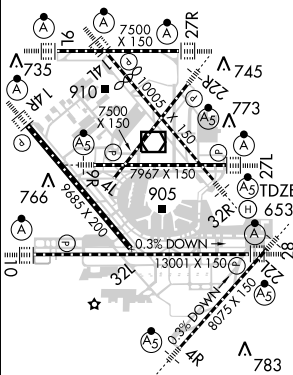
LOCALIZER 110.5  
HAC  
Chan 42

ELEV 672

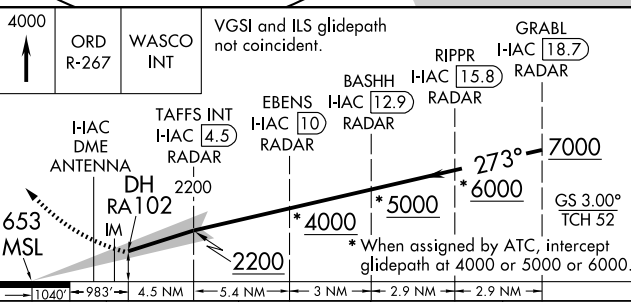


### RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



HIRL all Rwws  
TDZ/CL all Rwws except 4L and 32L



CATEGORY	A	B	C	D
S-ILS 27L	RA 102/12 100 DA 753			

### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-IAC <b>110.5</b> Chan <b>42</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>653</b> Apt Elev <b>672</b>
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# ILS RWY 27L (CAT III)

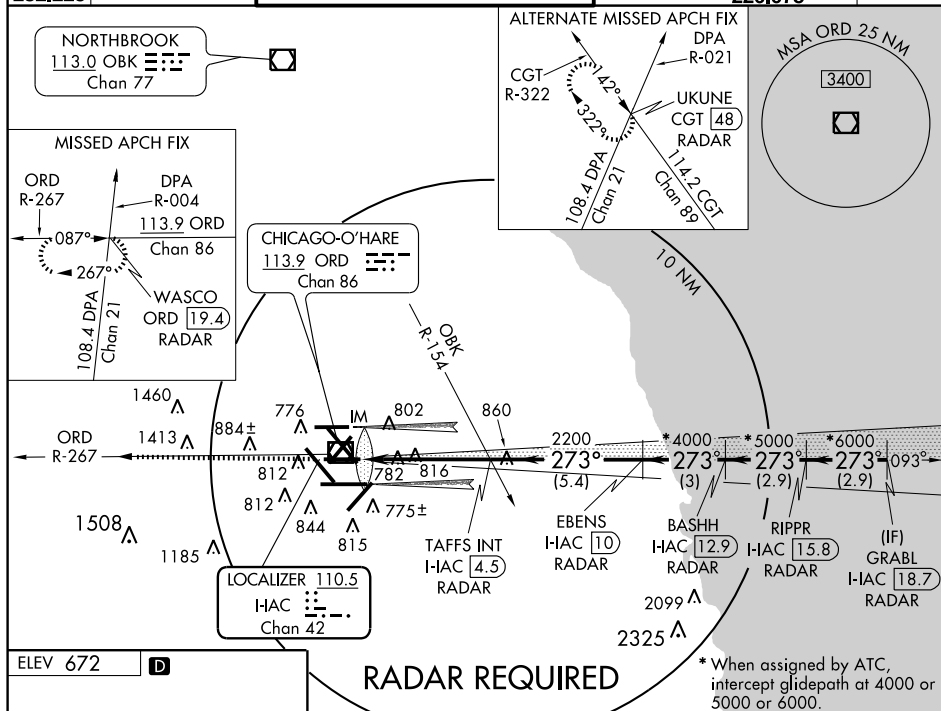
## CHICAGO-O'HARE INTL (ORD)

**Simultaneous approach authorized with Rwy 27R and 28.**  
DME or RADAR REQUIRED. Light poles and sign up to 739  
MSL located between 580 feet and 980 feet south of Rwy.



**MISSED APPROACH:** Climb to 4000 via  
ORD VOR/DME R-267 to WASCO  
Int/ORD 19.4 DME/RADAR and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15 120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125 121.75 (QBND) 121.9 (IBND) 226.675</b>	CLNC DEL <b>121.6</b>
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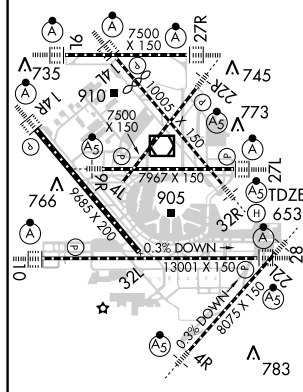


ELEV 672



### RADAR REQUIRED

\* When assigned by ATC,  
intercept glidepath at 4000 or  
5000 or 6000.



HIRL all Rwys  
TDZ/CL all Rwys except 4L and 32L

CHICAGO, ILLINOIS

Amdt 28A 10210

CHICAGO-O'HARE INTL (ORD)

41°59'N - 87°54'W

ILS RWY 27L (CAT III)

LOC/DME I-ABU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev <b>7500</b> <b>664</b> <b>672</b>
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# ILS RWY 27R (CAT II)

## CHICAGO-O'HARE INTL (ORD)

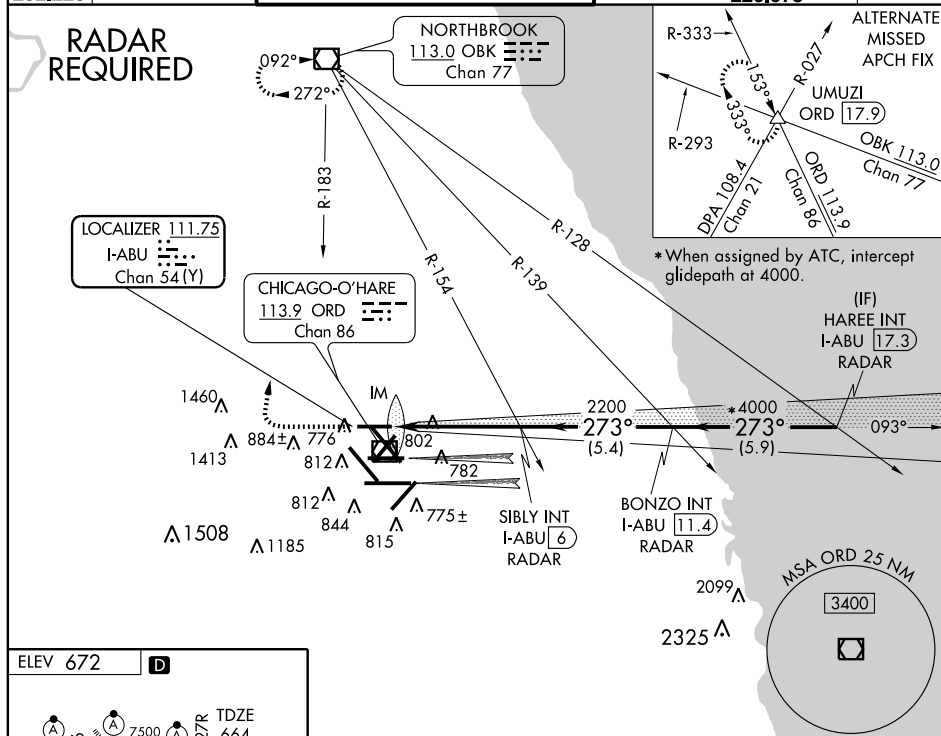
Simultaneous approach authorized with Rwy 27L and 28.



MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

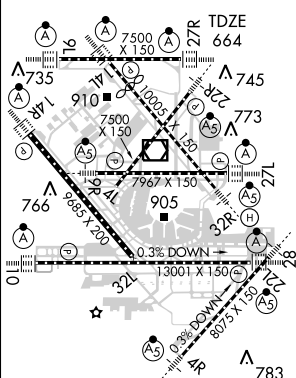
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CLNC DEL
<b>135.4</b> <b>282.225</b>	<b>119.0 393.1</b>	<b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>121.6</b>

### RADAR REQUIRED



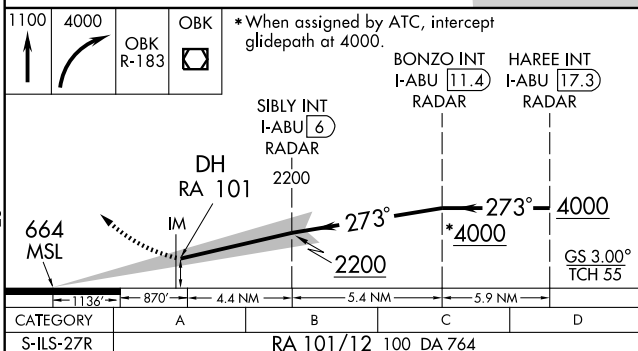
ELEV 672

D



HIRL all Rwys

TDZ/CL all Rwys except 4L and 32L



### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-ABU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev <b>7500</b> <b>664</b> <b>672</b>
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# ILS RWY 27R (CAT III)

## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.



MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

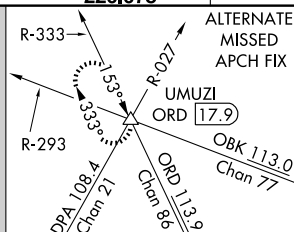
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> (CENTER) <b>120.75 126.9 132.7 348.0</b>	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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### RADAR REQUIRED

LOCALIZER 111.75  
I-ABU  
Chan 54 (Y)

CHICAGO-O'HARE  
113.9 ORD  
Chan 86

NORTHBROOK  
113.0 OBK  
Chan 77



\*When assigned by ATC, intercept glidepath at 4000.

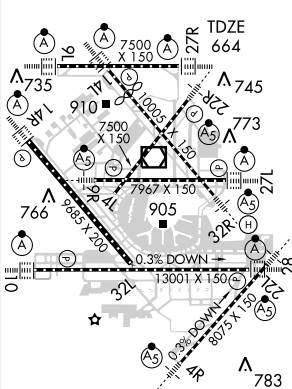
(IF)  
HAREE INT  
I-ABU 17.3  
RADAR

BONZO INT  
I-ABU 11.4  
RADAR

MSA ORD 25 NM  
3400

ELEV 672

D



1100	4000	OBK R-183	OBK	*When assigned by ATC, intercept glidepath at 4000.	BONZO INT I-ABU 11.4 RADAR	HAREE INT I-ABU 17.3 RADAR
664 MSL	764	2200	273°	273°	4000	GS 3.00° TCH 55
1136'	860'	4.4 NM	5.4 NM	5.9 NM		
CATEGORY	A	B	C	D		
S-ILS-27R		CAT IIIa RVR 07				
S-ILS-27R		CAT IIIb RVR 06				
S-ILS-27R		CAT IIIc NA				

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-TSL <b>111.1</b> Chan <b>48</b>	APP CRS <b>273°</b>	Rwy Idg <b>13001</b> TDZE <b>651</b> Apt Elev <b>672</b>
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**ILS RWY 28 (CAT II)**  
**CHICAGO-O'HARE INTL (ORD)**


**T** Simultaneous approach authorized with Rwy 27L/R.  
DME or RADAR required.

ALSF-2



**MISSED APPROACH:** Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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NORTHBROOK  
113.0 OBK 

DUPAGE  
108.4 DPA  $\overline{\cdot\cdot\cdot}$   
Chgn 21

MISSED APCH FIX

CHICAGO O'HARE  
113.9 ORD

LOCALIZER 111.1  
I-TSL  $\ddot{\vdots}$   
Class 42

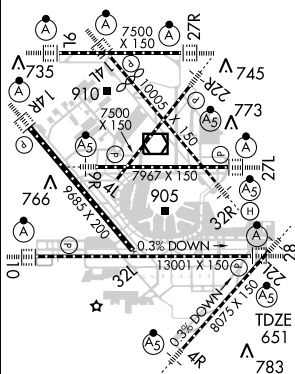
ALTERNATE MISSED APCH FIX
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MSA ORD 25 NM

3400

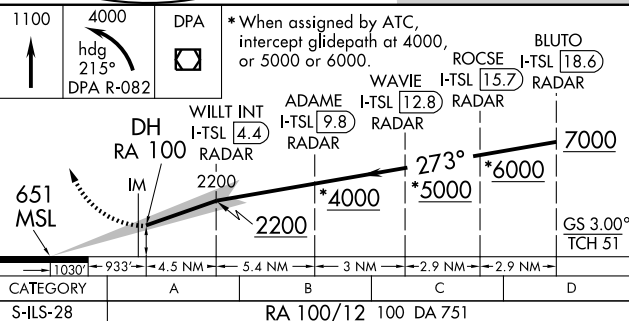
ELEV	672	D
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## RADAR REQUIRED



HIRL all Rwys  
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS  
Amdt 15A 10210



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO-O'HARE INTL (ORD)

## ILS RWY 28 (CAT II)

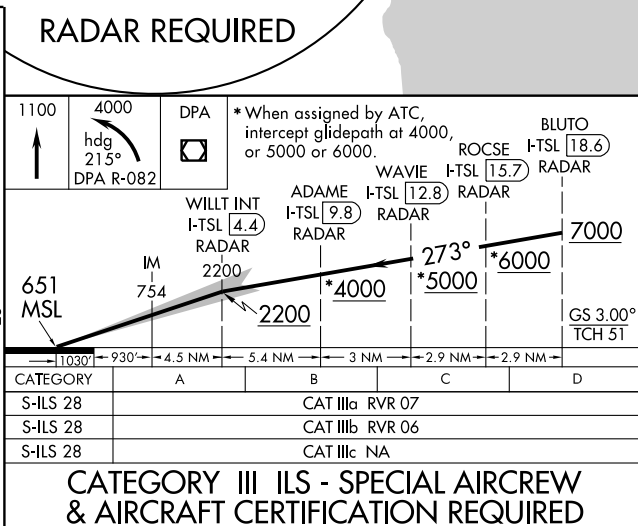
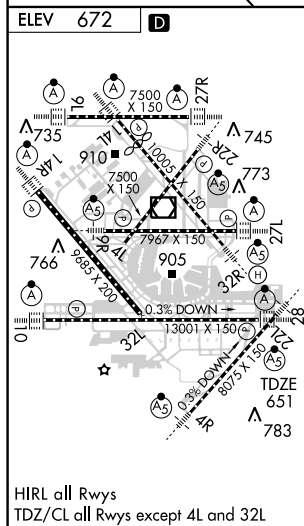
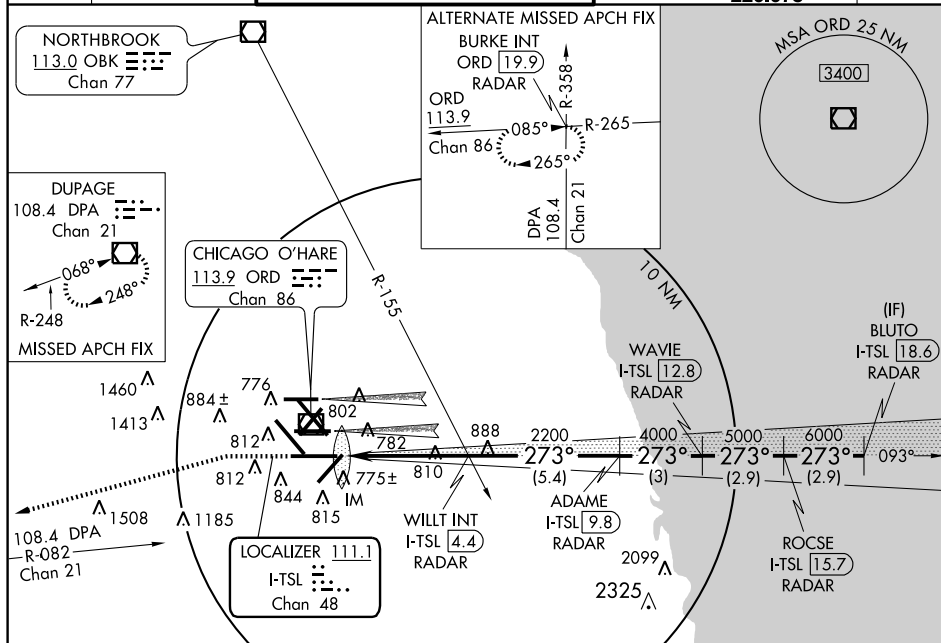
LOC/DME I-TSL <b>111.1</b> Chan <b>48</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>651</b> Apt Elev <b>672</b>
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# ILS RWY 28 (CAT III)

## CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> (CENTER) <b>120.75 126.9 132.7 348.0</b>	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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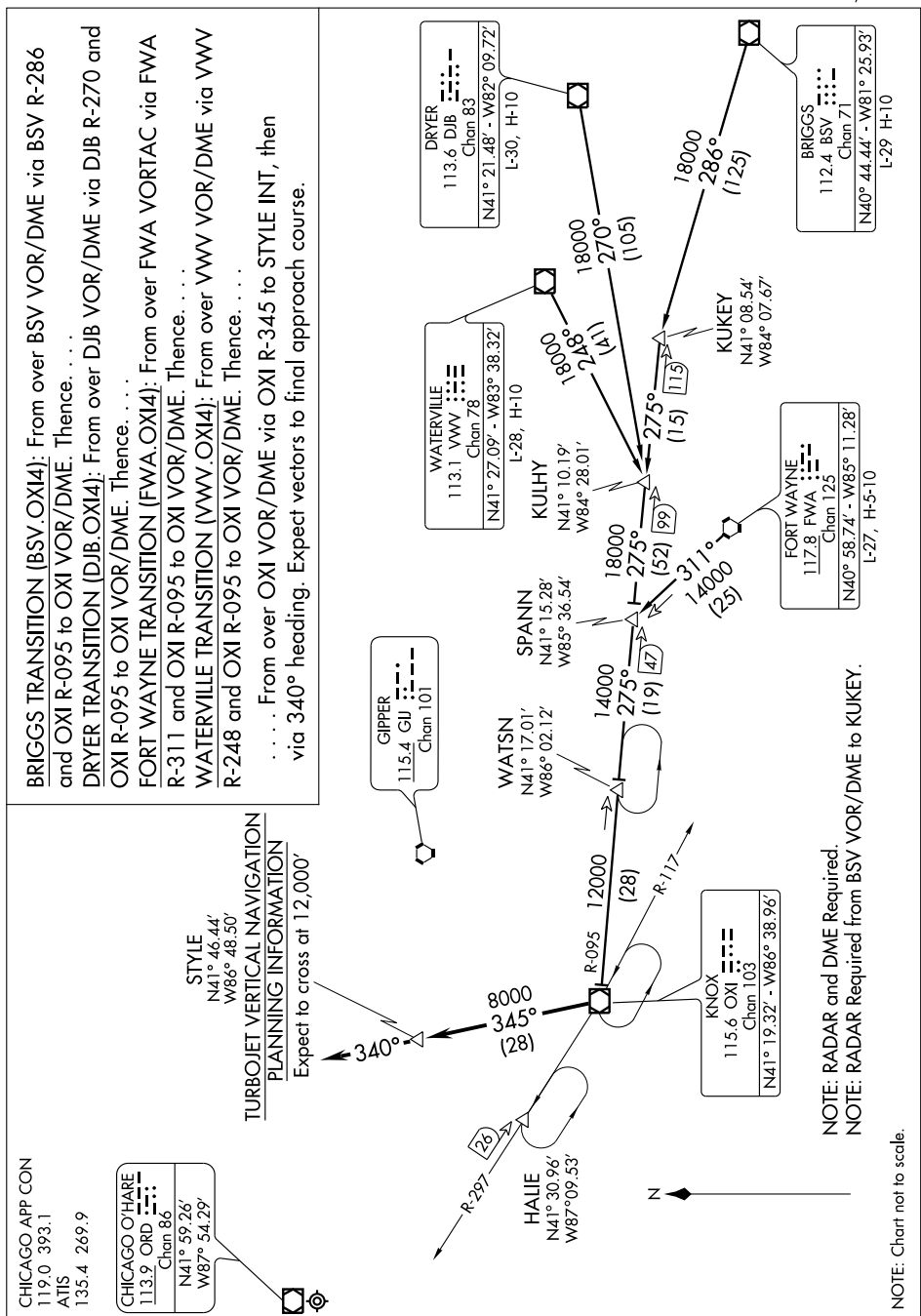




# KNOX FOUR ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL  
CHICAGO, ILLINOIS



# KNOX FOUR ARRIVAL

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

LOC I-HNA <b>111.3</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>658</b> <b>672</b>
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# LOC RWY 4L

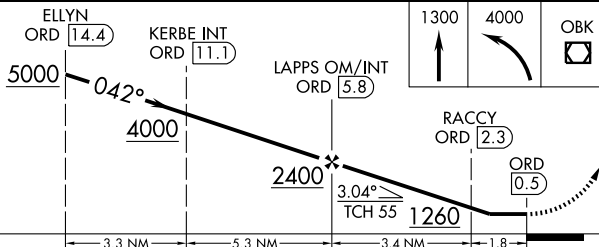
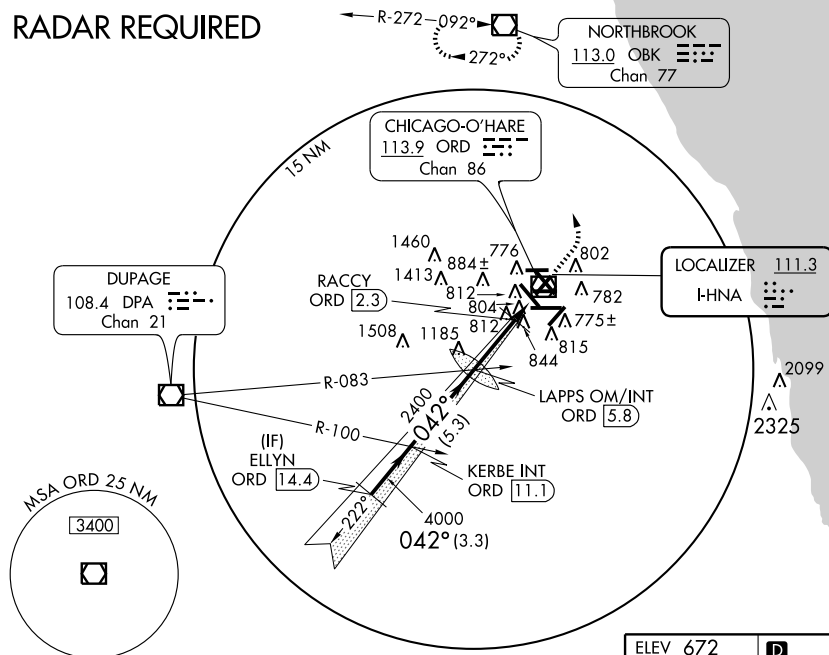
## CHICAGO-O'HARE INTL (ORD)



MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75</b> <b>126.9</b> <b>132.7</b> <b>348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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### RADAR REQUIRED

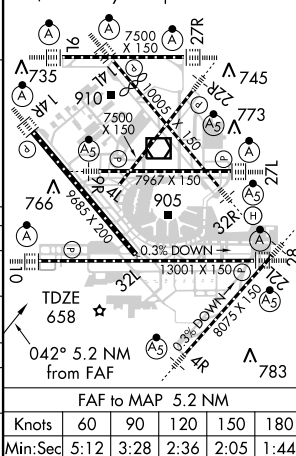


CATEGORY	A	B	C	D
S-4L	1260/50	602 (600-1)	1260-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$ )	1260-2 602 (600-2)
CIRCLING	1260-1	588 (600-1)	1260-1 $\frac{3}{4}$ 588 (600-1 $\frac{3}{4}$ )	1260-2 588 (600-2)
RACCY FIX MINIMUMS				
S-4L	1060/50	402 (400-1)	1060/60	402 (400-1 $\frac{1}{4}$ )
CIRCLING	1220-1	548 (600-1)	1220-1 $\frac{1}{2}$ 548 (600-1 $\frac{1}{2}$ )	1240-2 568 (600-2)

ELEV 672

D

HIRL all Rwy's  
TDZ/CL all Rwy's except 4L



# O'HARE FIVE DEPARTURE

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL (ORD)CLNC DEL  
121.6

## O'HARE FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

**ALL AIRCRAFT:** Expect radar vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.

**ALL DME EQUIPPED AIRCRAFT:** Cross 5 DME arc of ORD at or above 3000 feet MSL, cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

**NON-DME PROCEDURES:** Aircraft initially assigned heading 120° CW 220°, cross DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

**TAKE-OFF MINIMUMS:**

Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.

Rwy 27L, Standard with minimum climb of 220 feet per NM to 1700.

Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800.

Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.

Rwy 32L, Standard with minimum climb of 240 feet per NM to 1800.

**TAKE-OFF OBSTACLES:**

Rwy 4L: Buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL.

Rwy 4R: Tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL.

Rwy 9L: Building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL.

Rwy 9R: Street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL.

Rwy 10: Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL.

Rwy 14L: Light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 363' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL.

Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL.

Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL.

Rwy 27L: Parked aircraft on ramp 70' from DER, 408' left of centerline, 80' AGL/740' MSL.

Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL.

Rwy 27R: Tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL.

Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL.

Rwy 28: Trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL.

Rwy 32L: Pole 1993' from DER, 791' right of centerline, 49' AGL/716' MSL.



## ARRIVAL DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN. Thence....

....From over PAITN via OBK VOR/DME R-071 to WYNDE, then via OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>62905</b> <b>W04A</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>658</b> <b>672</b>
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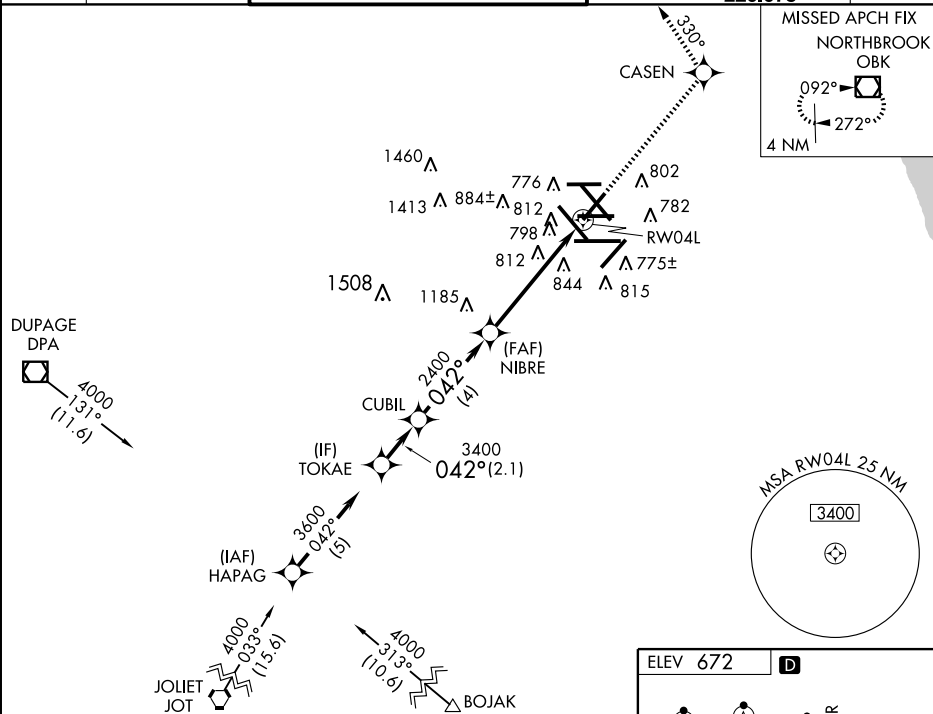
# RNAV (GPS) RWY 4L

## CHICAGO-O'HARE INTL (ORD)

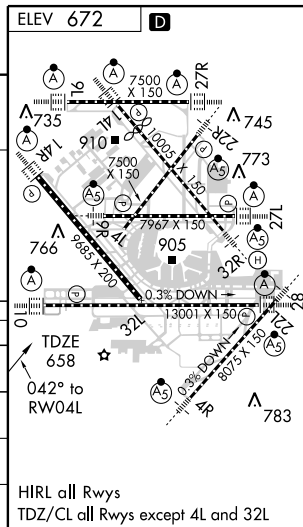
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -16°C (4°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct  
CASEN and via 330° track to NORTHBROOK  
VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
<b>135.4</b> <b>282.225</b>	<b>119.0 393.1</b>	<b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>124.125</b>	<b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>121.6</b>



	TOKAE	CUBIL	NIBRE	CASEN	330° tr	OBK
	3600	3400	042°	330° tr	330° tr	OBK
Procedure Turn NA						
GS 3.00° TCH 55						
	2.1 NM	4 NM	3.8 NM	1.5 NM		
CATEGORY	A	B	C	D		
LPV DA	908/40		250 (300-¾)			
LNAV/VNAV DA	1097-1½		439 (500-1½)			
LNAV MDA	1180/50	522 (600-1)	1180-1½ 522 (600-1½)	1180-1¾ 522 (600-1¾)		
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)		





APP CRS	Rwy Idg	<b>8075</b>
<b>041°</b>	TDZE	<b>661</b>
	Apt Elev	<b>672</b>

# RNAV (GPS) RWY 4R

## CHICAGO-O'HARE INTL (ORD)

**V** DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. A and B visibility to RVR 5000.  
**Δ** NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MALSR  
**AS**

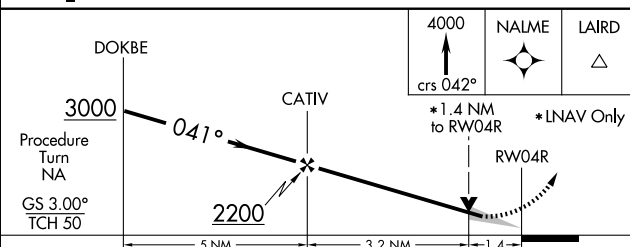
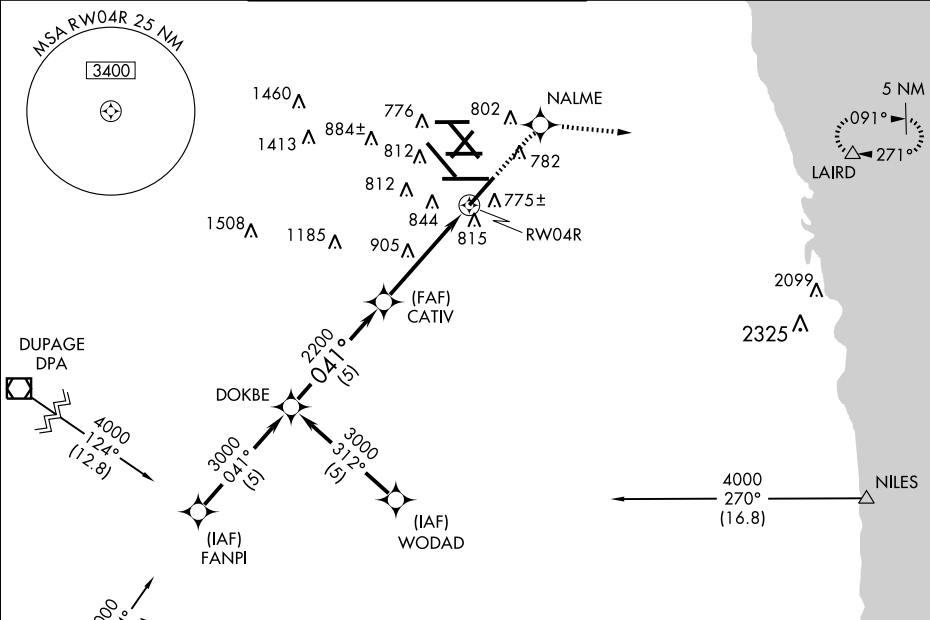
MISSED APPROACH: Climb to 4000 via 042° course to NALME WP then direct to LAIRD WP and hold.

ATIS	CHICAGO APP CON
<b>135.4</b>	<b>119.0 393.1</b>
<b>282.225</b>	

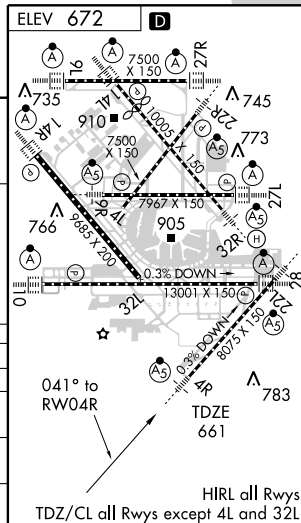
O'HARE TOWERS
(NORTH)
<b>128.15</b>
<b>120.75 126.9 132.7 348.0</b> (CENTER)

(TWR NORTH) GND CON	(TWR CENTER)
<b>124.125</b>	<b>121.75</b> (OBND)
	<b>121.9</b> (IBND)
	<b>226.675</b>

CLNC DEL
<b>121.6</b>



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1136/60 475 (500-1¼)			
LNAV MDA	1160/40 499 (500-¾)			1160/50 499 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



WAAS CH <b>99508</b> <b>W09B</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>668</b> <b>672</b>
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# RNAV (GPS) RWY 9L

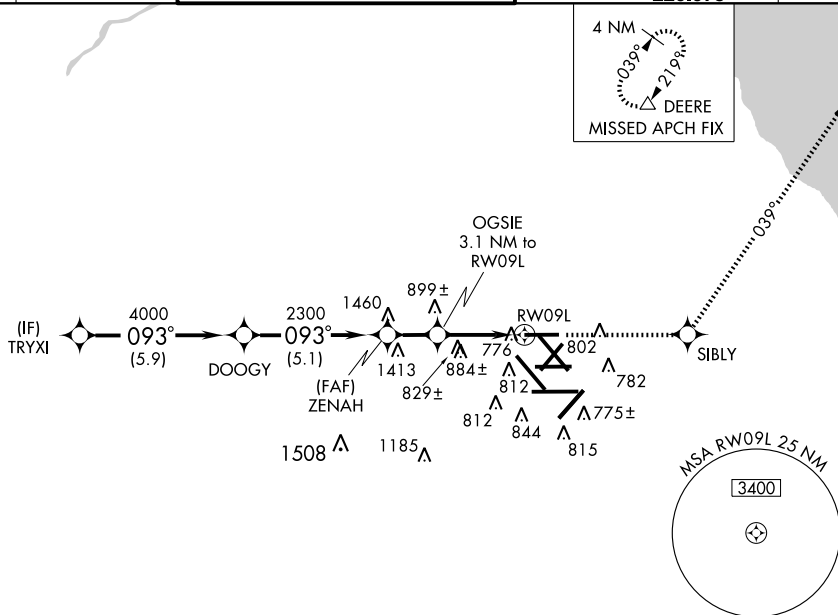
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to  
4000 direct SIBLY and via 039°  
track to DEERE and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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## RADAR REQUIRED

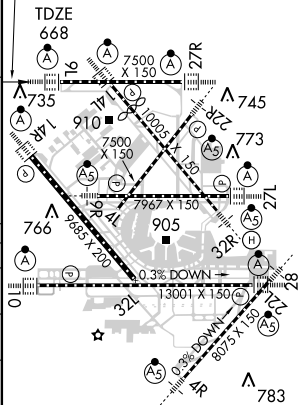
	TRYXI	DOOGY	ZENAH	4000	SIBLY	039° tr	DEERE
	4000	4000	2300	1720	OGSIE 3.1 NM to RW09L	*1.3 NM to RW09L	RW09L
	GS 3.00° TCH 55					*LNAV only	
CATEGORY	A	B	C	D			
LPV DA	944/24 276 (300-½)						
LNAV/VNAV DA	1106/50 438 (500-1)						
LNAV MDA	1140/24 472 (500-½)	1140/40 472 (500-¾)	1140/50 472 (500-1)				
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)				

ELEV 672

D

093° to RW09L

TDZE 668



HIRL all Rwy

TDZ/CL all Rwy except 4L and 32L

WAAS CH <b>78204</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>7967</b> <b>660</b> <b>672</b>
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# RNAV (GPS) RWY 9R

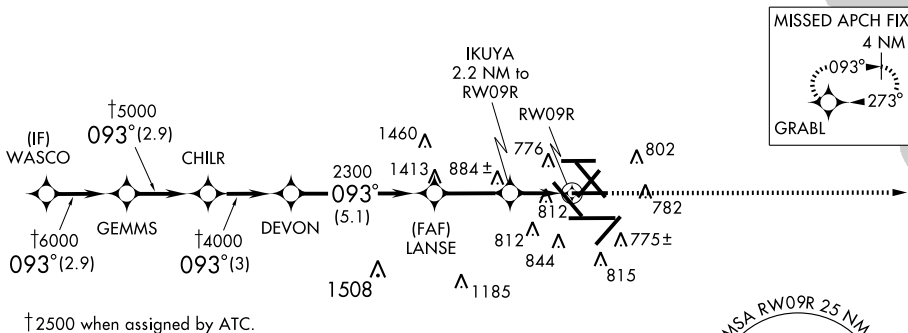
CHICAGO-O'HARE INTL (ORD)

**V** For inoperative MALSRL, increase LPV all Cats. visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



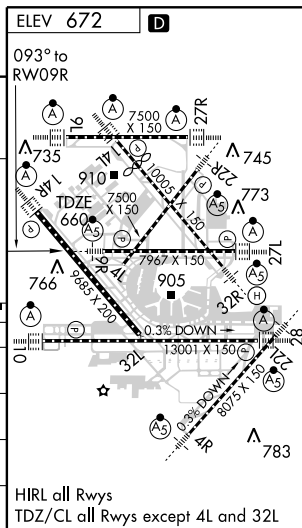
MISSED APPROACH: Climb to  
4000 direct GRABL and hold.

ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125 121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>	CLNC DEL <b>121.6</b>
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## RADAR REQUIRED

WASCO	GEMMS	CHILR	DEVON	LANSE	IKUYA	4000	GRABL
↑7000	↑6000	↑5000	↑4000	2300	*1420	↑4000	*LNAV only
GS 3.00° TCH 57							
↑2500 when assigned by ATC.							
2.9 NM	2.9 NM	3 NM	5.1 NM	2.7 NM	0.9 NM	1.3 NM	
CATEGORY	A	B	C	D			
LPV DA	976/24 316 (400-½)						
LNAV/ VNAV DA	1097/50 437 (500-1)						
LNAV MDA	1160/24 500 (500-½)	1160/40 500 (500-¾)		1160/50 500 (500-1)			
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)		1240-2 568 (600-2)			



WAAS CH <b>48904</b> <b>W10A</b>	APP CRS <b>093°</b>	Rwy Idg <b>12246</b> TDZE <b>672</b> Apt Elev <b>672</b>
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## RNAV (GPS) RWY 10

CHICAGO-O'HARE INTL (ORD)

**T** For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

ALSF-2



**MISSED APPROACH:** Climb to 4000 direct BLUTO and hold.

ATIS  
135.4  
282.225

CHICAGO APP CON  
119.0 393.1

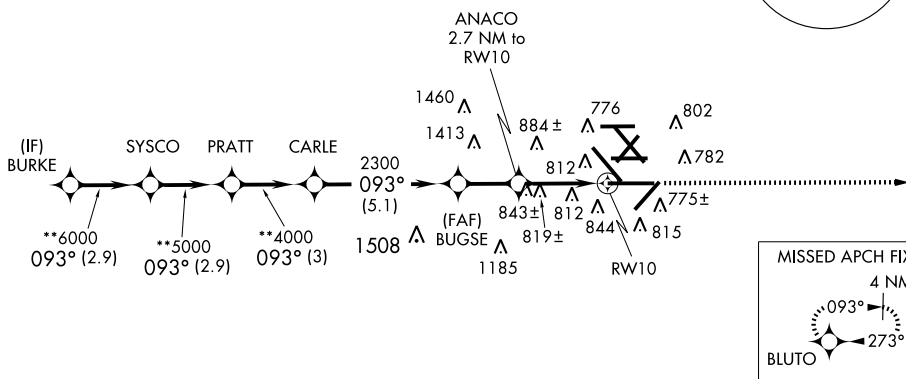
O'HARE TOWERS  
128.15 (NORTH)  
120.75 126.9 132.7 348.0 (CENTER)

(TWR NORTH  
**124.125**

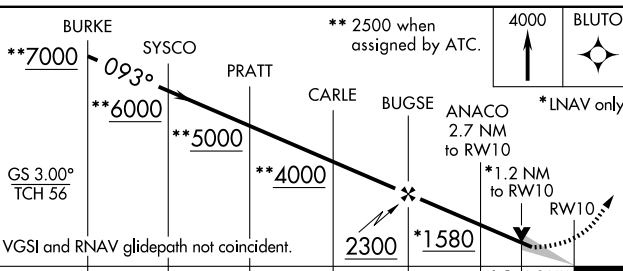
GND CON (TWR CENTER)  
**121.75**(OBND)  
**121.9**(IBND)  
**226.675**

CLNC DEL  
121.6

## RADAR REQUIRED



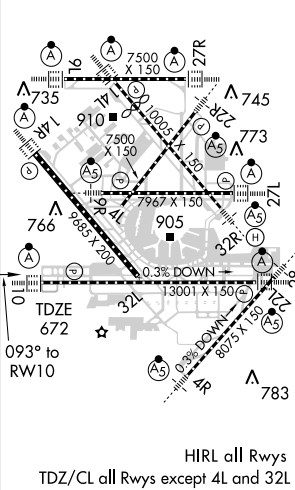
\*\*2500 when  
assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	922/24 250 (300-½)			
LNAV/ VNAV DA	1119/50 447 (500-1)			
LNAV MDA	1100/24 428 (500-½)		1100/40 428 (500-½)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672

**D**



CHICAGO, ILLINOIS  
Amdt 3A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)  
RNAV (GPS) RWY 10

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

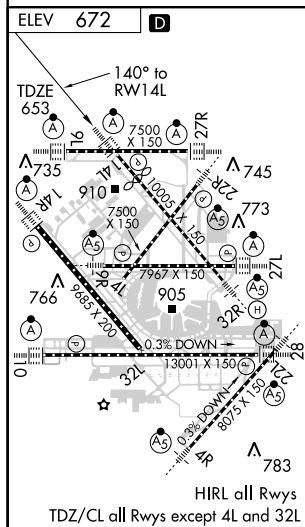
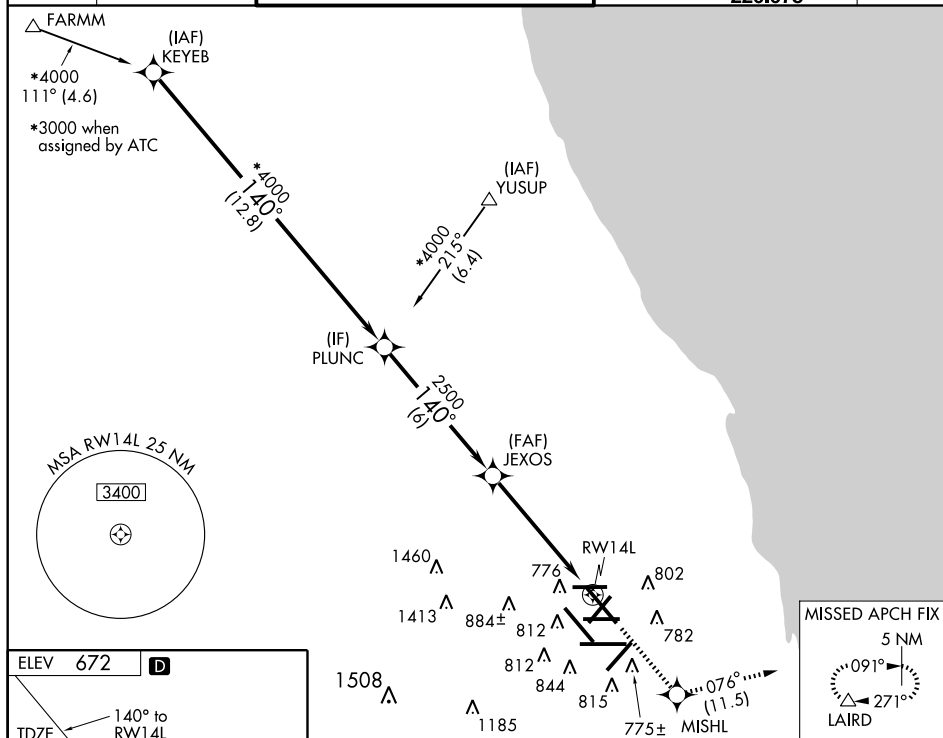
WAAS CH <b>70601</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg TDZE <b>653</b> Apt Elev <b>672</b>	<b>8007</b> <b>653</b> <b>672</b>
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## RNAV (GPS) RWY 14L

CHICAGO-O'HARE INTL (ORD)

<b>▼</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). For inoperative ALSF-2, increase LPV visibility to RVR 6000 all cats.	<b>ALSF-2</b> 	<b>MISSED APPROACH:</b> Climb to 4000 direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000.
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<b>ATIS</b> <b>135.4</b> <b>282.225</b>	<b>CHICAGO APP CON</b> <b>119.0 393.1</b>	<b>O'HARE TOWERS</b> <b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>(TWR NORTH) GND CON (TWR CENTER)</b> <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>CLNC DEL</b> <b>121.6</b>
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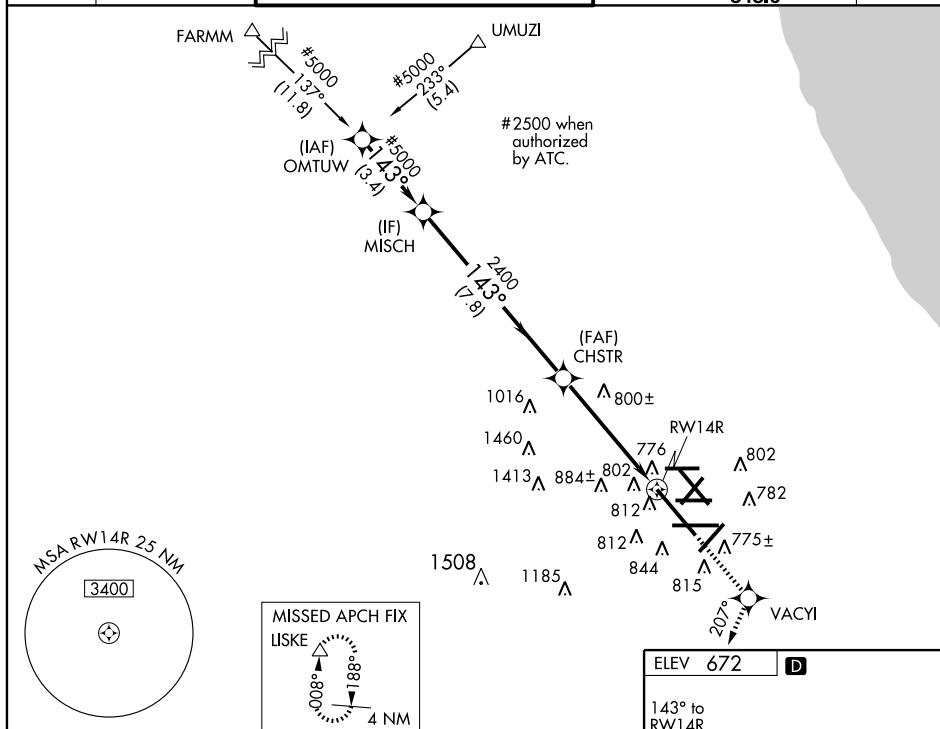
* 3000 when assigned by ATC. KEYEB PLUNC JEXOS *4000 *4000 *4000 Procedure Turn NA GS 3.00° TCH 58 # 1.4 NM to RWY 14L RWY 14L # LNAV only			
CATEGORY	A	B	C
LPV DA	1025/40 372 (400-¾)		
LNAV/VNAV DA	1160/60 507 (500-¾)		
LNAV MDA	1160/24 507 (500-½)		1160/50 507 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-½) 1240-2 568 (600-2)

WAAS CH <b>93603</b> <b>W14B</b>	APP CRS <b>143°</b>	Rwy Idg TDZE <b>668</b> Apt Elev <b>672</b>
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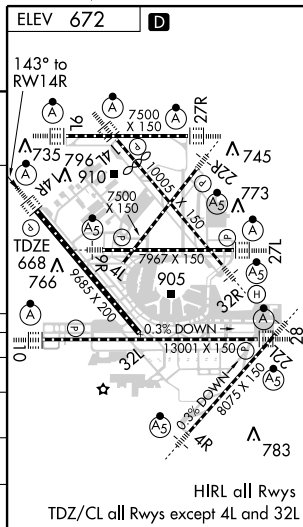
# RNAV (GPS) RWY 14R

## CHICAGO-O'HARE INTL (ORD)

<b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct VACYI and on track 207° to LISKE and hold.
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 390.9</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>348.6</b>	CLNC DEL <b>121.6</b>



Procedure Turn NA	VGSJ and RNAV glidepath not coincident.		4000	VACYI	tr 207°	LISKE
OMTUW	MISCH	CHSTR	RWY 14R	*LNAV only		
# 5000	# 5000	2400	2400	*1.4 NM to RWY 14R		
#2500 when authorized by ATC.	GS 3.00° TCH 56	3.4 NM	7.8 NM	3.8 NM	1.4 NM	
CATEGORY	A	B	C	D		
LPV DA	868/24		200 (200-½)			
LNAV/VNAV DA	1066/40		398 (400-¾)			
LNAV MDA	1180/24	512 (600-½)	1180/50	512 (600-1)	1180/60	512 (600-1½)
CIRCLING	1220-1	548 (600-1)	1220-1½	548 (600-1½)	1240-2	568 (600-2)



WAAS CH <b>90504</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg <b>7500</b> TDZE <b>651</b> Apt Elev <b>672</b>
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## RNAV (GPS) RWY 22R

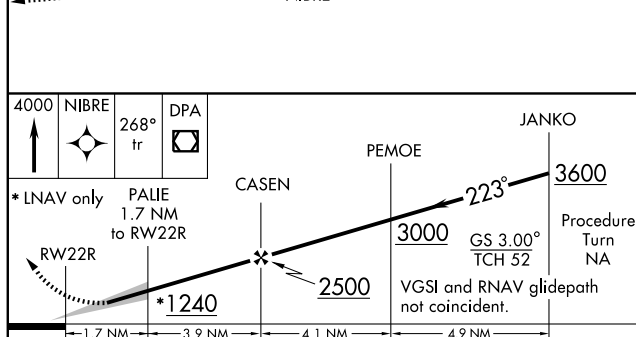
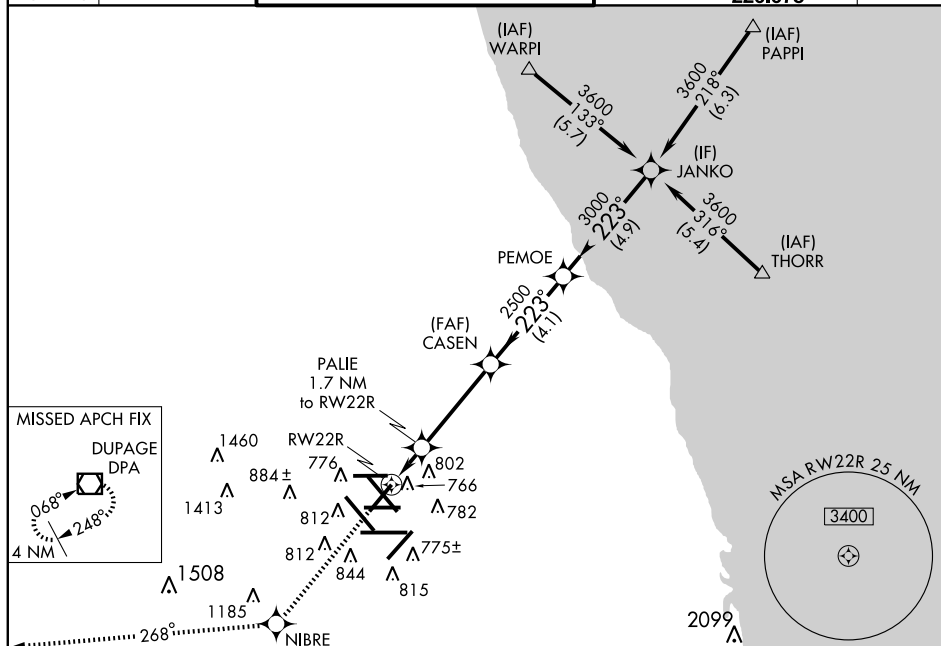
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16° C (4°F) or above 47° C (116°F). DME/DME RNP-0.3 NA.

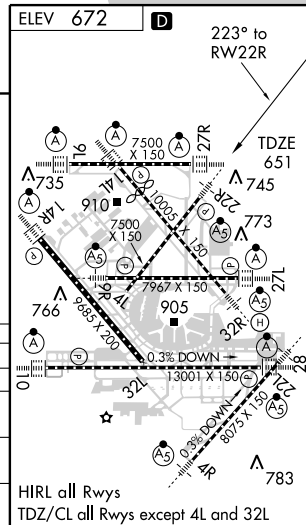


MISSED APPROACH: Climb to 4000  
direct NIBRE and via 268° track to  
DUPAGE VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
<b>135.4</b> <b>282.225</b>	<b>119.0 393.1</b>	<b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>124.125</b>	<b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>121.6</b>



CATEGORY	A	B	C	D
LPV DA		927/24	276 (300-½)	
LNAV/VNAV DA		1111/50	460 (500-1)	
LNAV MDA	1120/24 469 (500-½)		1120/40 469 (500-¾)	1120/50 469 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



WAAS CH <b>77804</b> <b>W274</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>7967</b> <b>653</b> <b>672</b>
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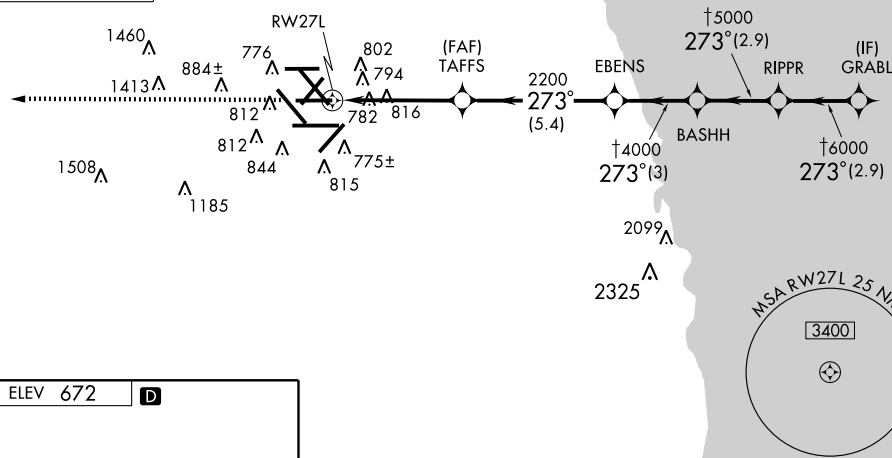
# RNAV (GPS) RWY 27L

## CHICAGO-O'HARE INTL (ORD)

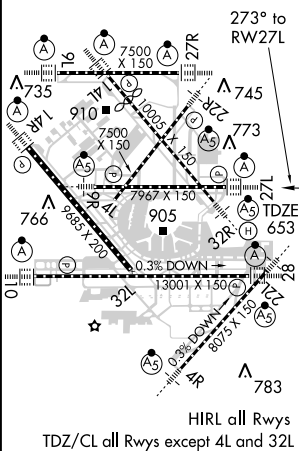
<b>▼</b> For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct WASCO and hold.
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>

### RADAR REQUIRED

MISSED APCH FIX  
WASCO



ELEV 672



4000 WASCO 		VGSi and RNAV glidepath not coincident.			GRABL
*LNAV only *1.3 NM to RW27L		TAFSS	EBENS	BASHH	RIPPR
RW27L 1.3 NM 3.4 NM 5.4 NM 3 NM 2.9 NM 2.9 NM		2200	4000	5000	6000
CATEGORY LPV DA LNAV/VNAV DA LNAV MDA CIRCLING		A	B	C	D
		935/24 282 (300-1/2)			
		1111/50 458 (500-1)			
		1120/24 467 (500-1/2)	1120/40 467 (500-3/4)	1120/50 467 (500-1)	
		1220-1 548 (600-1)	1220-1 1/2 548 (600-1/2)	1240-2 568 (600-2)	



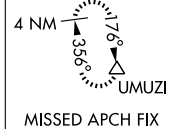
WAAS CH <b>69508</b> <b>W27B</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>664</b> Apt Elev <b>672</b>
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## RNAV (GPS) RWY 27R

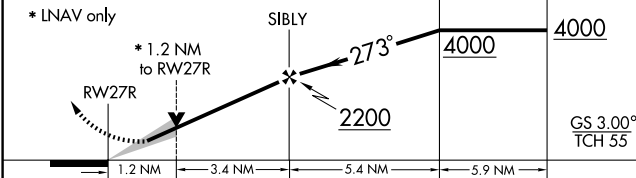
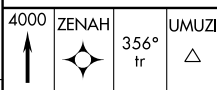
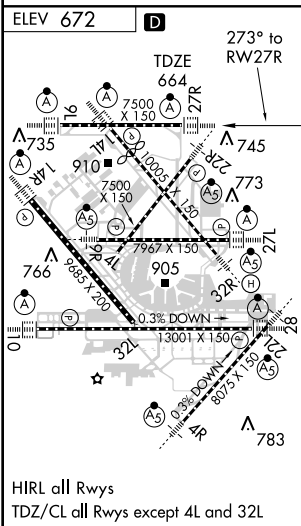
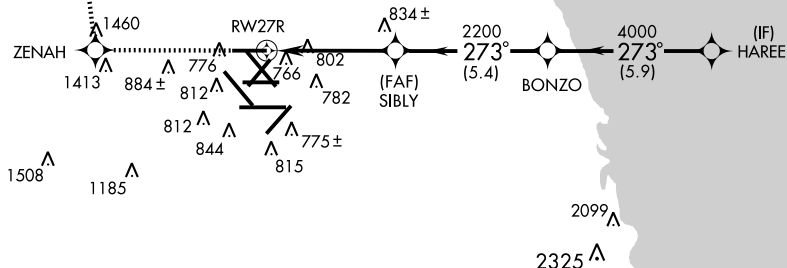
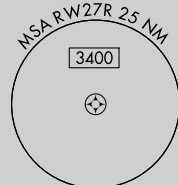
CHICAGO-O'HARE INTL (ORD)

<b>▼</b> For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct ZENAH and via 356° track to UMUZI and hold.
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ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> <b>120.75 126.9 132.7 348.0</b> (CENTER)	(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	CLNC DEL <b>121.6</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	977/24 313 (400-½)			
LNAV/VNAV DA	1063/40 399 (400-¾)			
LNAV MDA	1100/24 436 (500-½)	1100/40 436 (500-¾)	1100/50 436 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

WAAS CH <b>42804</b> <b>W28A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>13001</b> Apt Elev <b>651</b> <b>672</b>
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## RNAV (GPS) RWY 28

CHICAGO-O'HARE INTL (ORD)

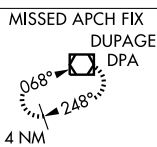
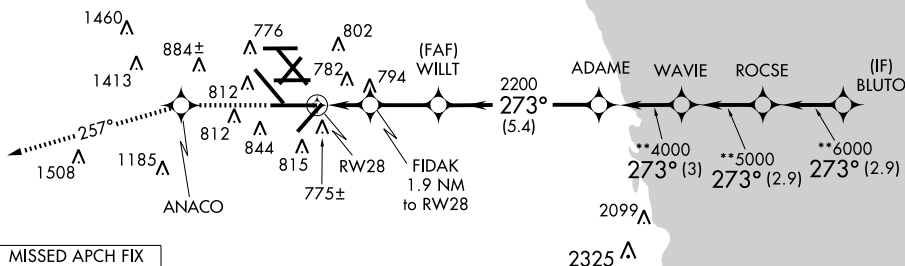
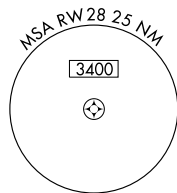
▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000  
direct ANACO and via 257° track to  
DPA VOR/DME and hold.

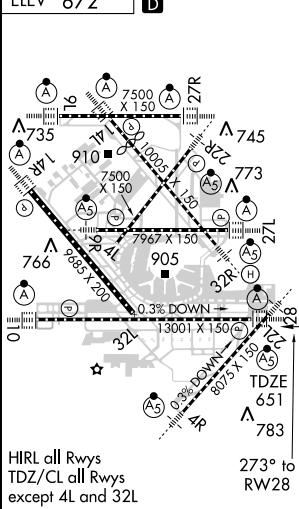
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CLNC DEL
<b>135.4</b> <b>282.225</b>	<b>119.0 393.1</b>	<b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>124.125</b> <b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>121.6</b>



ELEV 672

## RADAR REQUIRED

\*\*2500 when assigned by ATC.



CHICAGO, ILLINOIS

Amdt 2A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

## RNAV (GPS) RWY 28

	4000	ANACO	257° tr	DPA	
	*LNAV only				
CATEGORY	A		B		D
LPV DA	945/24		294 (300-½)		
LNAV/VNAV DA	1133/60		482 (500-1¼)		
LNAV MDA	1100/24	449 (500-½)	1100/40 449 (500-¾)	1100/50 449 (500-1)	
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

GS 3.00°  
TCH 51

WAAS CH <b>69504</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg <b>10005</b> TDZE <b>653</b> Apt Elev <b>672</b>
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**RNAV (GPS) RWY 32R**

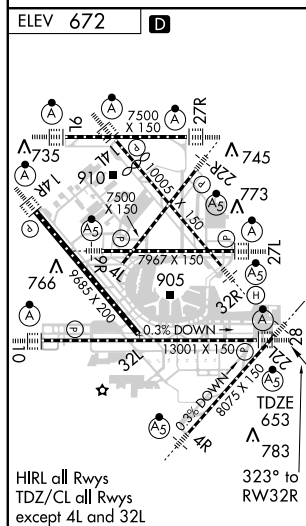
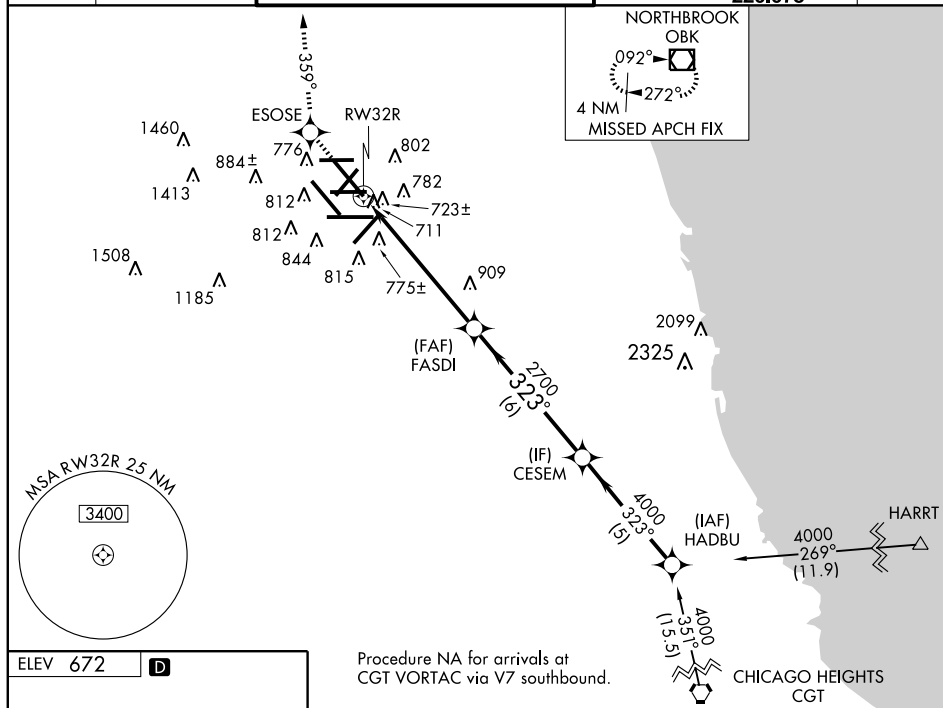
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 4000  
direct ESOSE and right turn via 359°  
track to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CON	CLNC DEL
<b>135.4</b> <b>282.225</b>	<b>119.0 393.1</b>	<b>128.15</b> (NORTH) <b>120.75 126.9 132.7 348.0</b> (CENTER)	<b>124.125</b>	<b>121.75</b> (OBND) <b>121.9</b> (IBND) <b>226.675</b>	<b>121.6</b>



	4000	ESOSE	OBK	359° tr
	*LNAV Only			
	RW32R	1.6 NM to RW32R	FASDI	CESEM
	1.6 NM	4.5 NM	6 NM	4000
				Procedure Turn NA GS 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	928/24 275 (300-½)			
LNAV/VNAV DA	1073/50 420 (500-1)			
LNAV MDA	1220/24 567 (600-½)	1220/50 567 (600-1)	1220/60 567 (600-¼)	1220/60 567 (600-¼)
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)	1240-2 568 (600-2)

CHICAGO, ILLINOIS

Amdt 1B 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

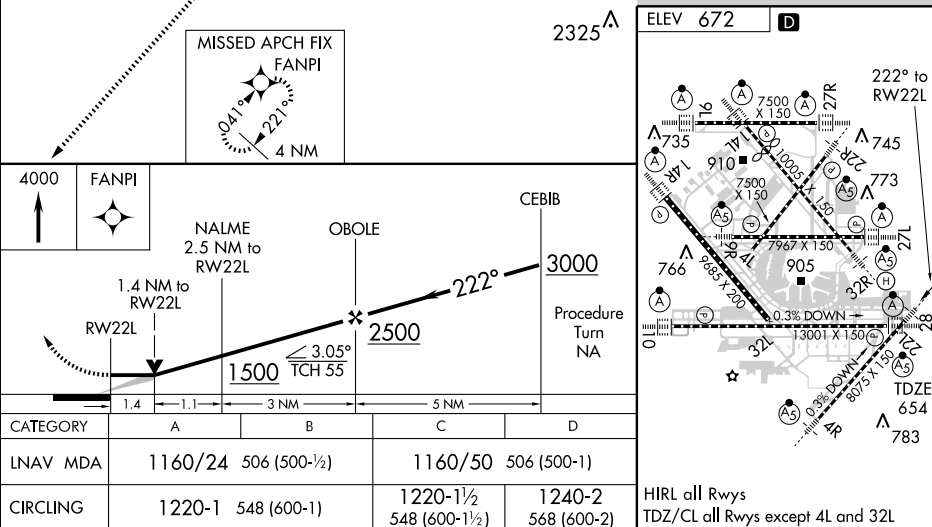
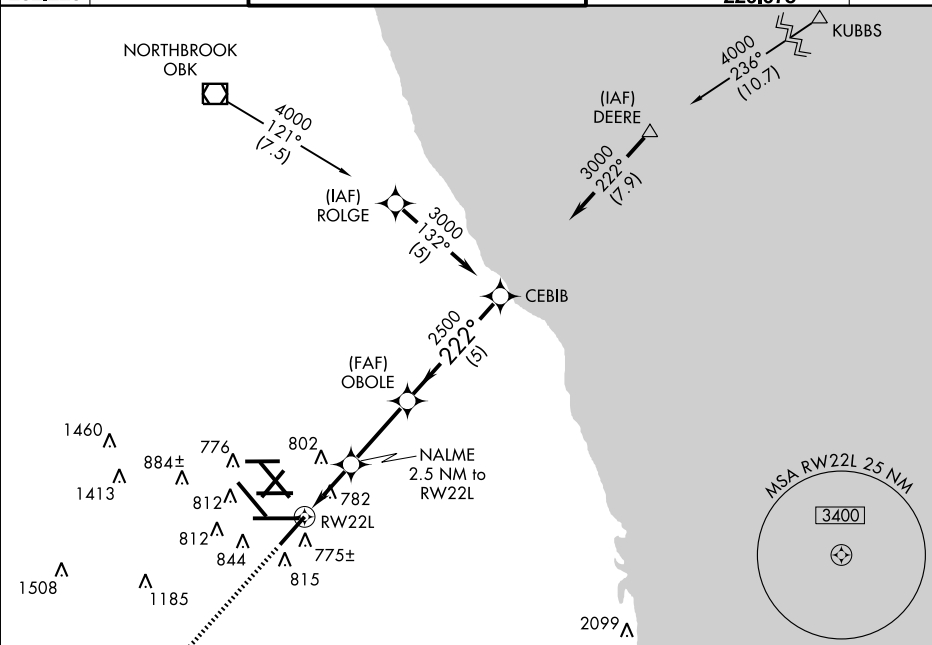
**RNAV (GPS) RWY 32R**

APP CRS <b>222°</b>	Rwy Idg TDZE <b>654</b>	<b>8075</b>
	Apt Elev <b>672</b>	

# RNAV (GPS) Y RWY 22L

## CHICAGO-O'HARE INTL (ORD)

NA DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 4000 direct FANPI and hold.	
ATIS <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS (NORTH) <b>128.15</b> (CENTER) <b>120.75 126.9 132.7 348.0</b> (CENTER)		(TWR NORTH) GND CON (TWR CENTER) <b>124.125</b> <b>121.75 (OBND)</b> <b>121.9 (IBND)</b> <b>226.675</b>
				CLNC DEL <b>121.6</b>

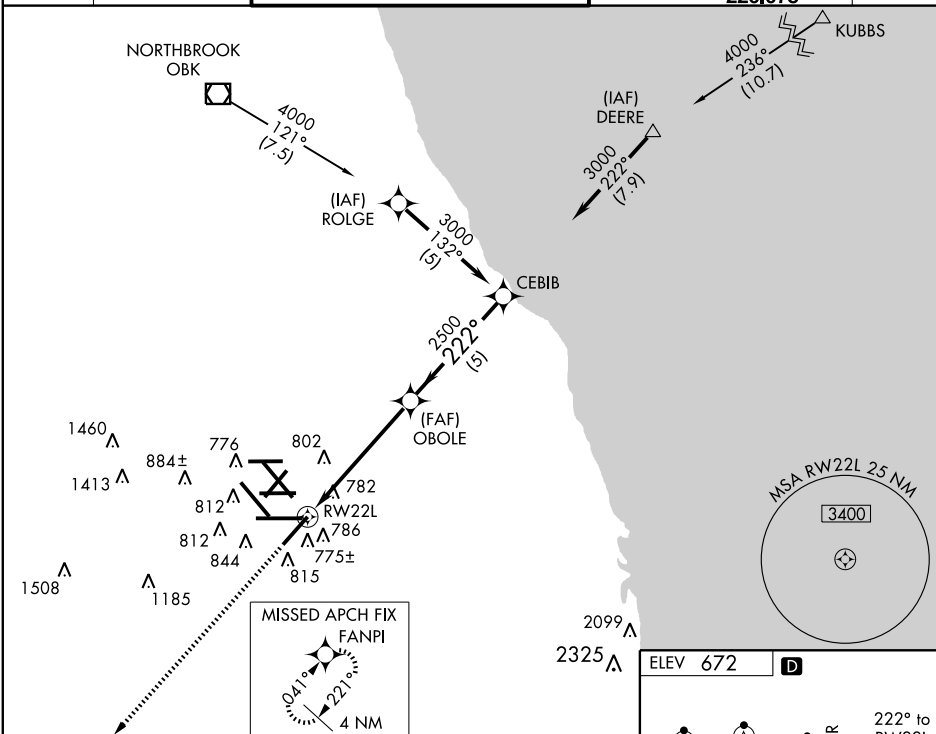


APP CRS **222°**  
Rwy Idg **8075**  
TDZE **654**  
Apt Elev **672**

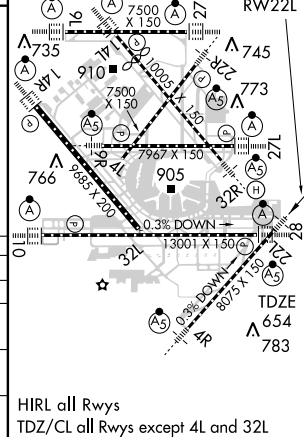
# RNAV (GPS) Z RWY 22L

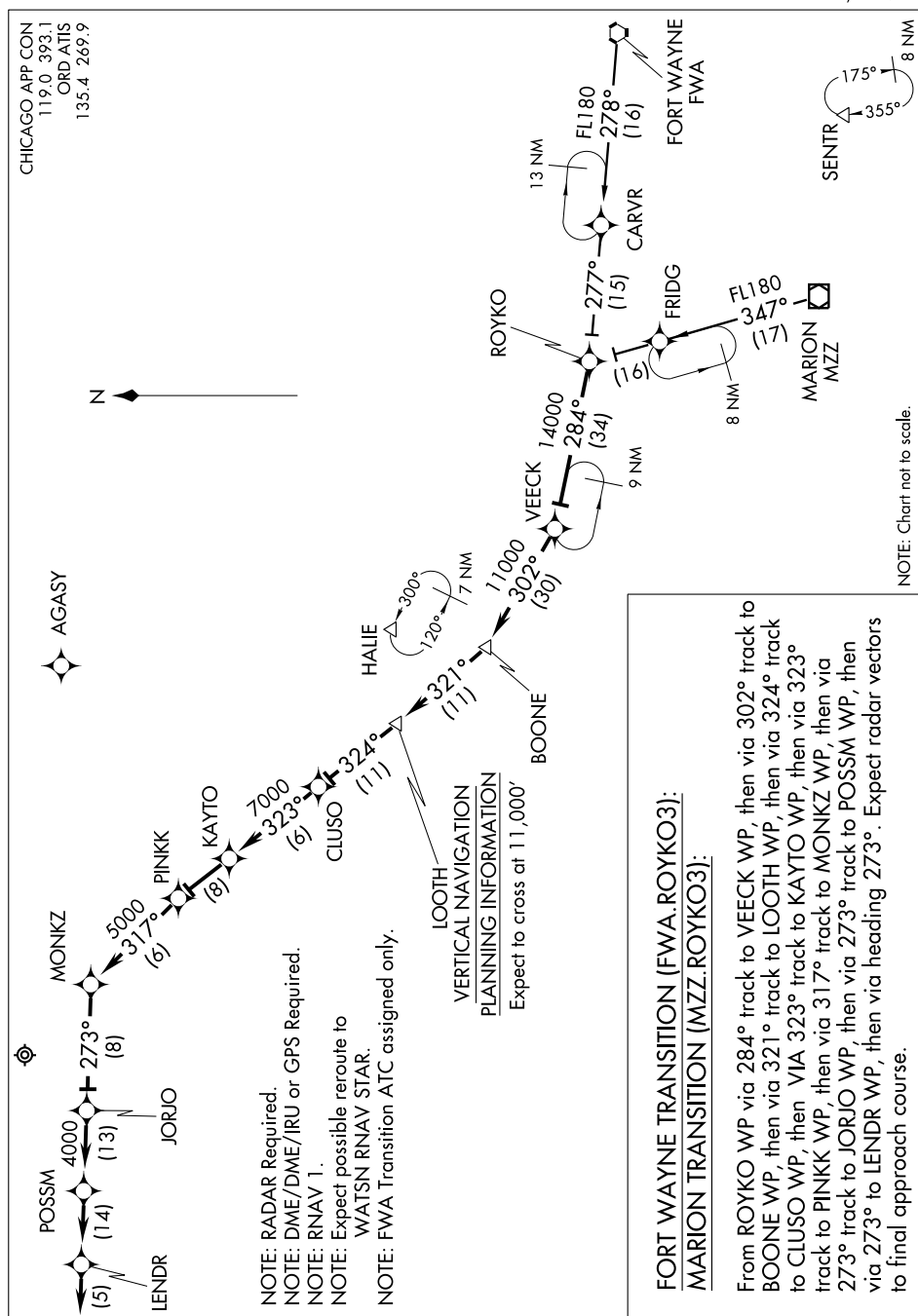
CHICAGO-O'HARE INTL (ORD)

<div><div><div></div><div>NA</div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.</div>		<div><div><div></div><div>MALSR</div></div></div> <div><div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 4000 via 222° course to FANPI WP and hold.		
ATIS 135.4 282.225	CHICAGO APP COM 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)		(TWR NORTH) GND COM (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



4000 ↑ crs 222° * LNAV only RW22L 1.6 NM to RW22L OBOLE CEBIB 3000 Procedure Turn NA GS 3.00° TCH 55 2500	FANPI		222°	
	1.6	3.9 NM	5 NM	
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/50 406 (400-1)			
LNAV MDA	1220/24 566 (600-½)	1220/50 566 (600-1)	1220/60 566 (600-¼)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)	





## WATSN ONE ARRIVAL (RNAV)

CHICAGO APP CON  
119.0 393.1  
O'HARE ATIS  
135.4 269.9

NOTE: Expect possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration.

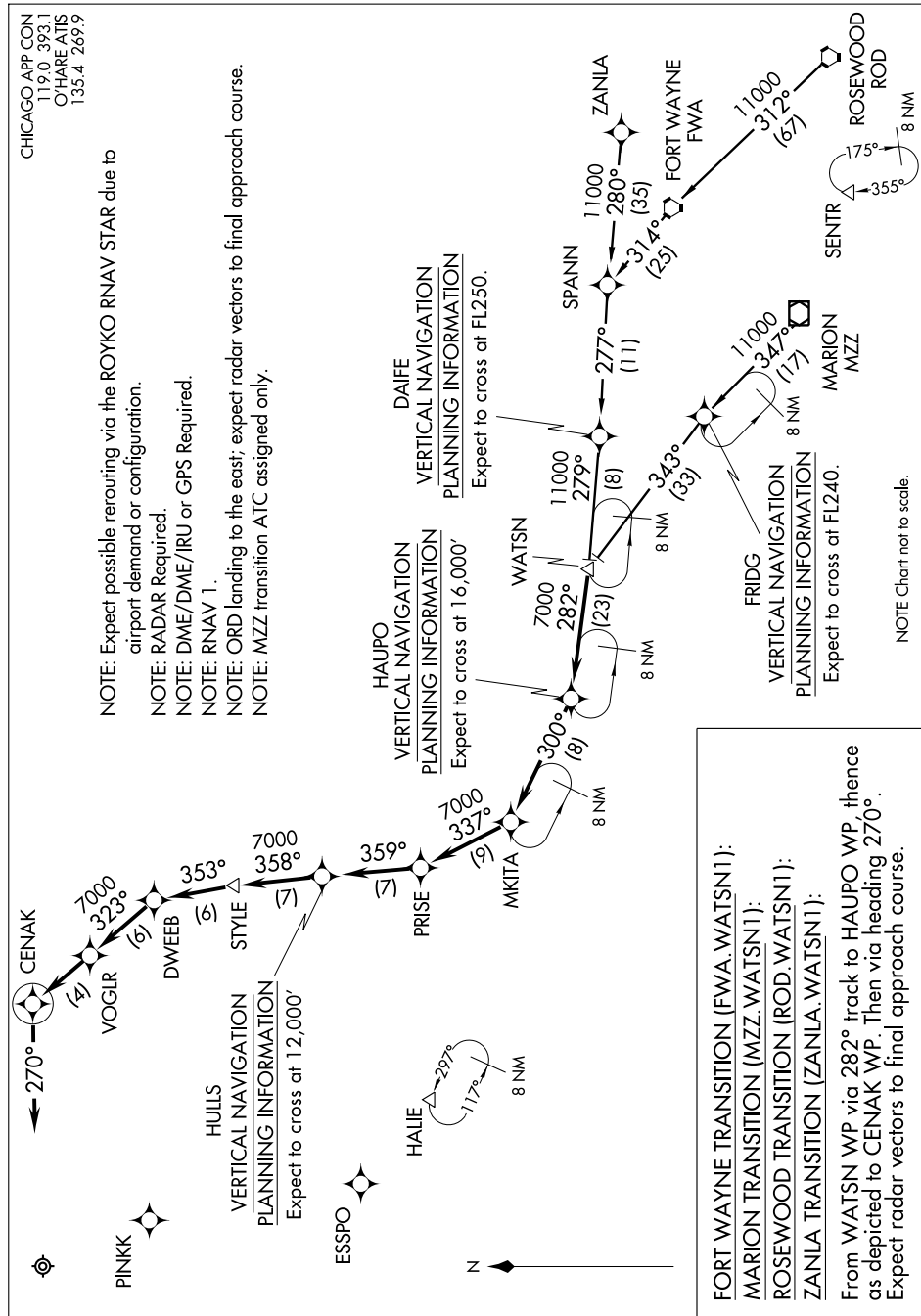
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: ORD landing to the east; expect radar vectors to final approach course.

NOTE: MZZ transition ATC assigned only.



NOTE Chart not to scale.

FORT WAYNE TRANSITION (FWA.WATS.N1):

MARION TRANSITION (MZZ.WATSN1):

ROSEWOOD TRANSITION (ROD.WATSN1):

ZANLA TRANSITION (ZANLA.WATSN1):

From WATSN WP via  $282^\circ$  track to HAUPO WP, thence as depicted to CENAK WP. Then via heading  $270^\circ$ . Expect radar vectors to final approach course.

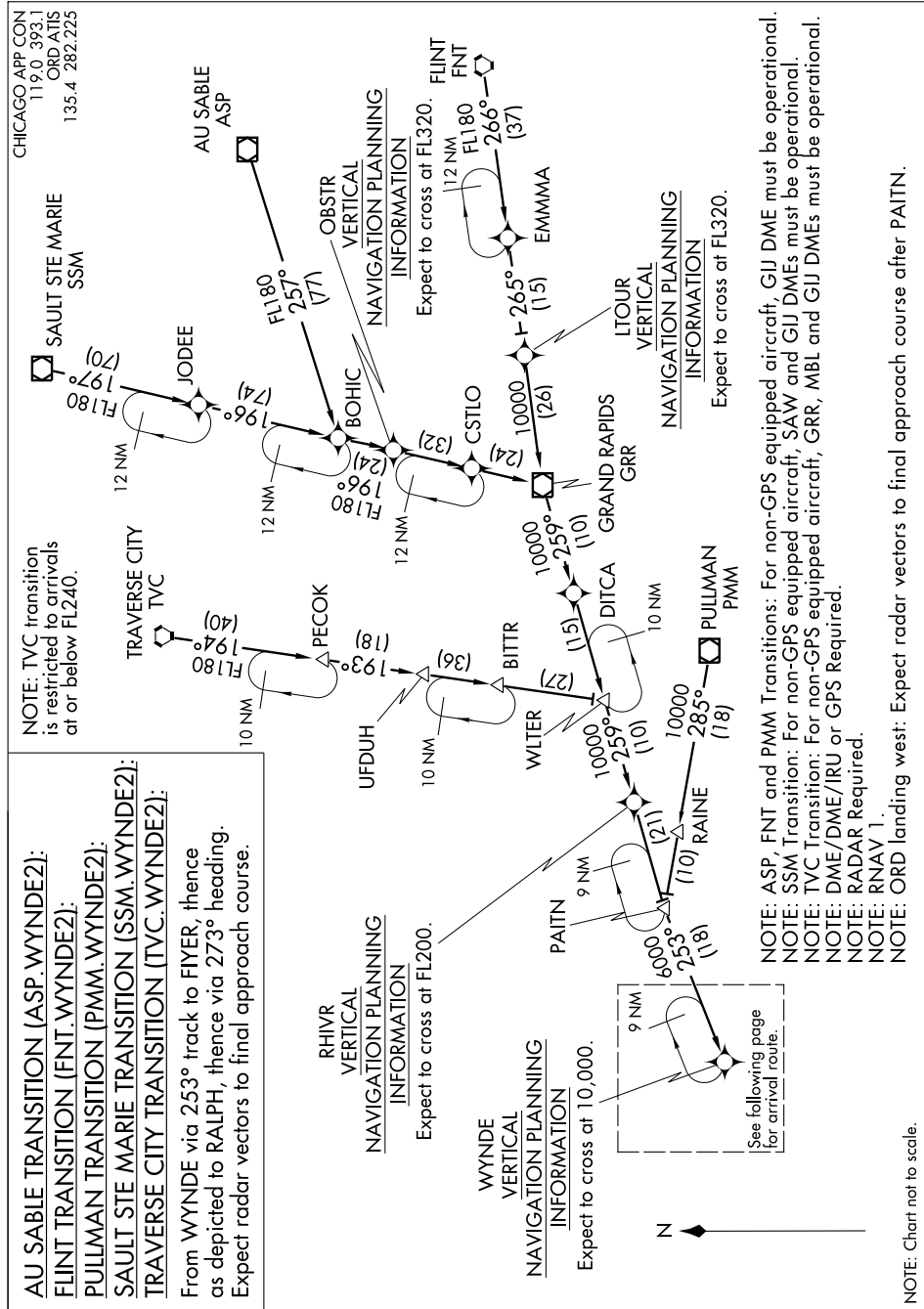
WATSN ONE ARRIVAL (RNAV)

(WATSN.WATSN1)

08325

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

EC-3, 26 AUG 2010 to 23 SEP 2010

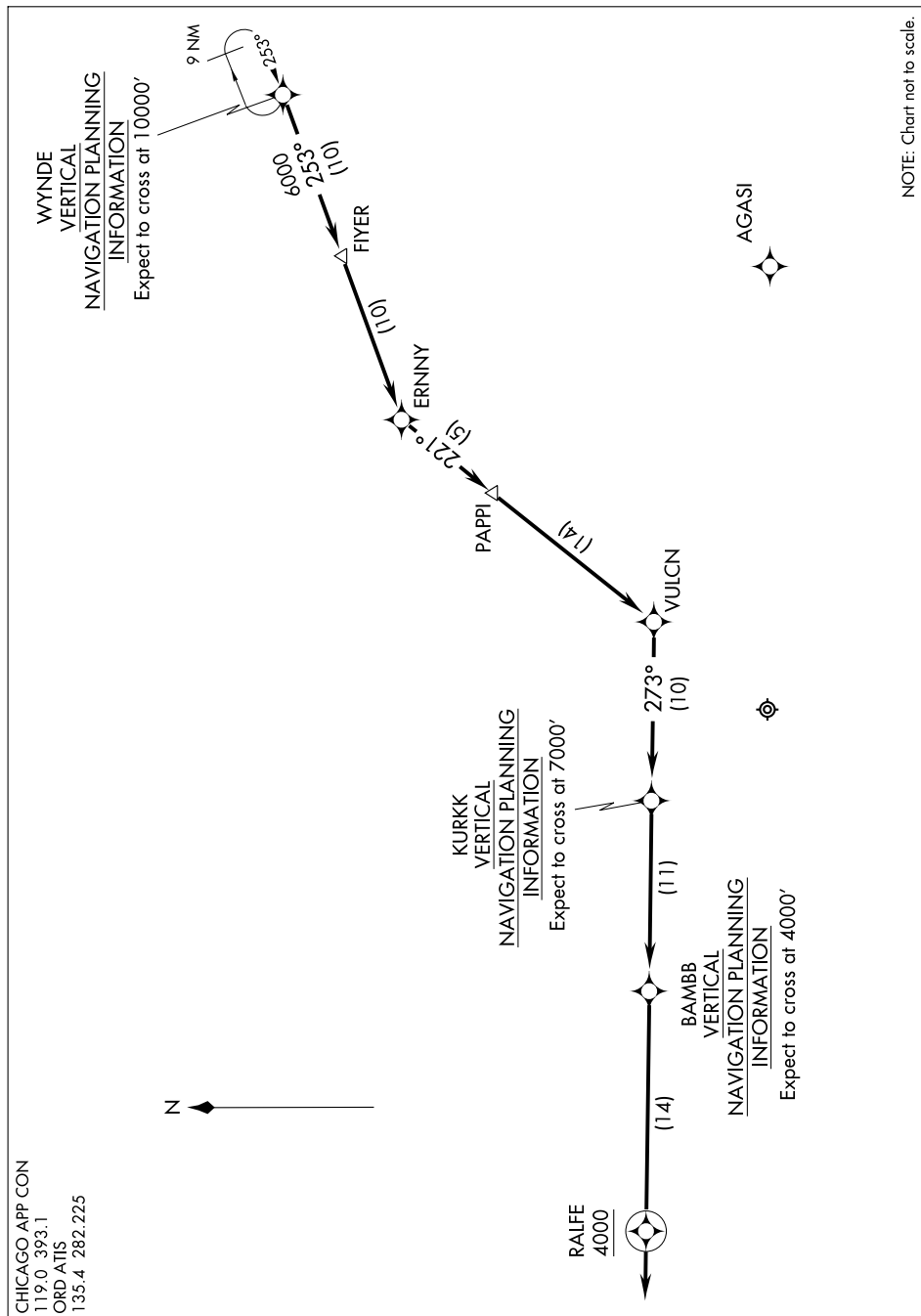




(WYNDE.WYNDE2) 10098 ST-166 (FAA)  
WYNDE TWO ARRIVAL (RNAV) Arrival Route

CHICAGO O'HARE INTL  
CHICAGO, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010



WYNDE TWO ARRIVAL (RNAV) Arrival Route  
(WYNDE.WYNDE2) 10098

CHICAGO, ILLINOIS  
CHICAGO O'HARE INTL

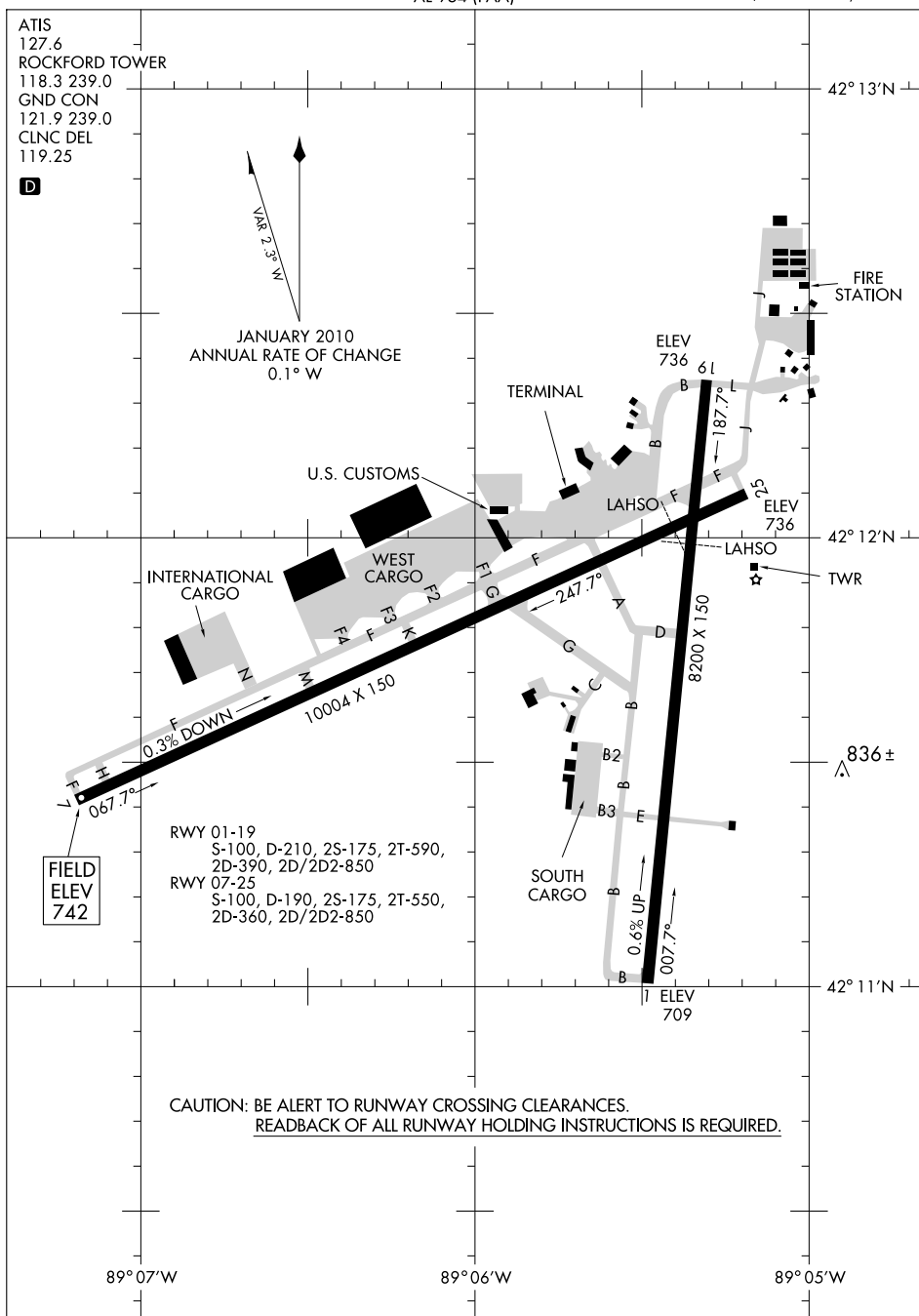
EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)  
CHICAGO/ROCKFORD, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010



EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CHICAGO/ROCKFORD, ILLINOIS  
CHICAGO/ROCKFORD INTL (RFD)

**CHICAGO/ROCKFORD INTL** (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'

742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks

**CHICAGO**

H-5D, L-28H

IAP, AD

NOTAM FILE RFD

**RWY 07-25:** H1000X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

**RWY 07:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.

0.3% down.

**RWY 25:** REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.**RWY 01-19:** H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,

2D/2D2-850 HIRL CL

**RWY 01:** MALSR. TDZL. Road. 0.6% up.**RWY 19:** REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

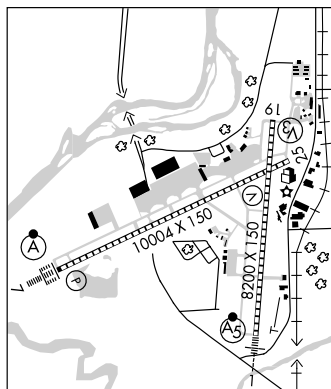
Lower GA 3.0° TCH 50'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 01</b>	07-25	6000
<b>RWY 07</b>	01-19	8800

**RUNWAY DECLARED DISTANCE INFORMATION****RWY 01:** TORA-8199 TODA-8199 ASDA-8199 LDA-8199**RWY 19:** TORA-8199 TODA-8199 ASDA-8099 LDA-8099**AIRPORT REMARKS:** Attended continuously. Birds and Deer on and in/ov

arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

**WEATHER DATA SOURCES:** ASOS (815) 399-0627.**COMMUNICATIONS:** ATIS 127.6 UNICOM 122.95**ROCKFORD RCO** 122.65 (KANKAKEE RADIO)**R** **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)**ROCKFORD TOWER** 118.3 **CLNC DEL** 119.25 **GND CON** 121.9TRSA svc etc **APP CON**.**RADIO AIDS TO NAVIGATION:** NZTAM FILE RFD.**ROCKFORD (L) VOR/DME** 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.**GILMY NDB (LOM)** 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.**ILS/DME** 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM **GILMY NDB**.**ILS** 109.55 I-UDY Rwy 07. Class IIIE.**ASR****CHICAGO/ROMEOVILLE****LEWIS UNIVERSITY** (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

**RWY 02-20:** H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S**RWY 02:** REIL. PAPI(P4L)—GA 3.0° TCH 35'.**RWY 20:** REIL. PAPI(P4L)—GA 3.2° TCH 40'.**RWY 09-27:** H5696X75 (ASPH-PFC) MIRL**RWY 09:** REIL. PAPI(P4L)—GA 3.0° TCH 41'.**RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld displcd 196'. Tree.**AIRPORT REMARKS:** Attended 1300-0300Z. Twy A clsd indef. N parking

ramp clsd to all multi engine acft. Birds on and in/ov arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset

on low ints; to increase ints **ACTIVATE**—CTAF. **ACTIVATE REIL** Rwy

02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy

09 and Rwy 27—CTAF.

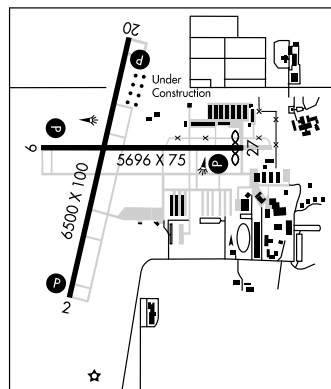
**WEATHER DATA SOURCES:** AWOS-3 118.525 (815) 588-4802.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JOLIET RCO** 122.5 122.1R 112.3T (KANKAKEE RADIO).**R** **CHICAGO APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

**ILS/DME** 111.95 I-LOT Chan 56Y Rwy 09. LOC only.**ILS/DME** 108.55 I-JQH Chan 22Y Rwy 02. LOC only.**CHICAGO****COPTER**

H-5E, L-28H, A


IAP

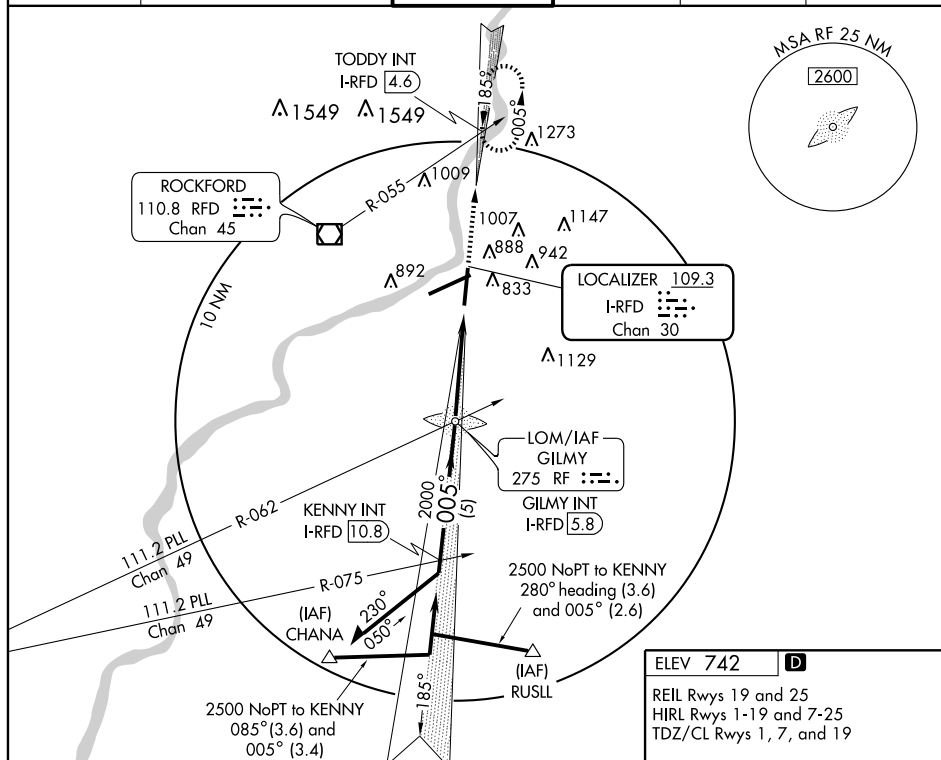


LOC/DME I-RFD <b>109.3</b> Chan <b>30</b>	APP CRS <b>005°</b>	Rwy Idg <b>8199</b> TDZE <b>729</b> Apt Elev <b>742</b>
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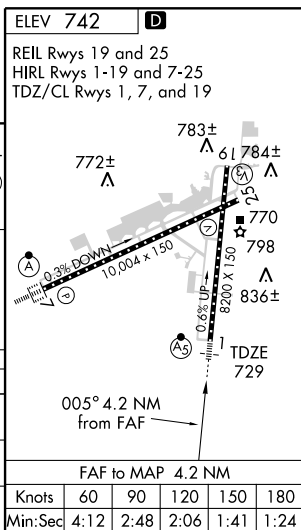
# ILS or LOC RWY 1

## CHICAGO/ROCKFORD INTL (RFD)

ASR		MALSR 	MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY Int/I-RFD 4.6 DME and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



Remain within 10 NM		LOM/INT I-RFD <b>5.8</b>		2500 ↑ I-RFD 109.3	TODDY INT I-RFD <b>4.6</b>
2400		185°		1998	
005°		2000		I-RFD <b>1.6</b>	
GS 2.75° TCH 62		Use I-RFD DME when on LOC course.		4.2 NM	
CATEGORY	A	B	C	D	
S-ILS 1	929/24		200 (200-½)		
S-LOC 1	1140/24	411 (400-½)	1140/40	411 (400-¾)	
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)	



LOC I-UDY <b>109.55</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>10004</b> <b>742</b> <b>742</b>
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# ILS or LOC RWY 7

## CHICAGO/ROCKFORD INTL (RFD)

ASR



MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

ATIS  
**127.6**

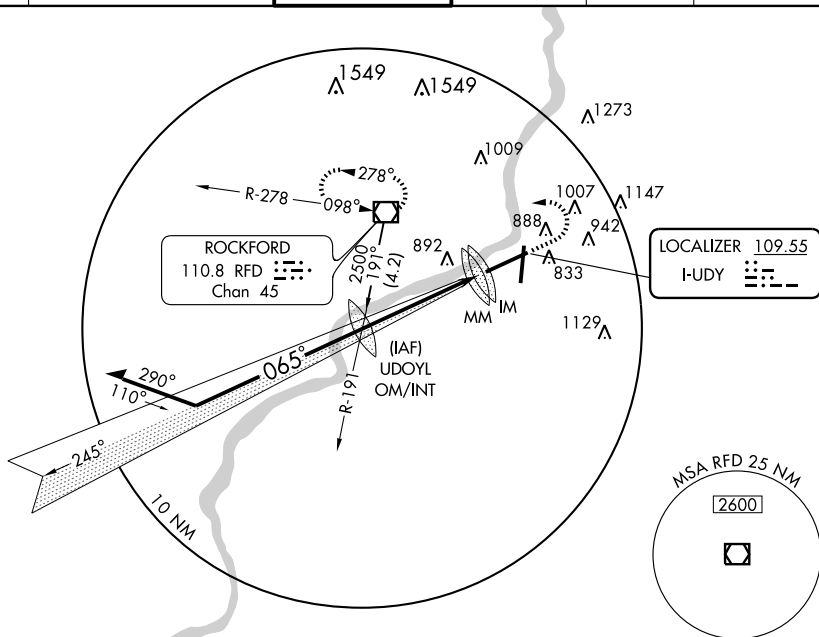
ROCKFORD APP CON  
**121.0 327.0**

ROCKFORD TOWER  
**118.3 239.0**

GND CON  
**121.9 239.0**

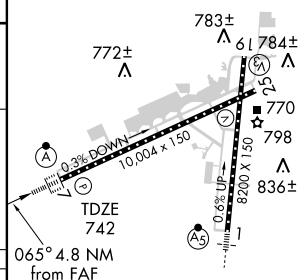
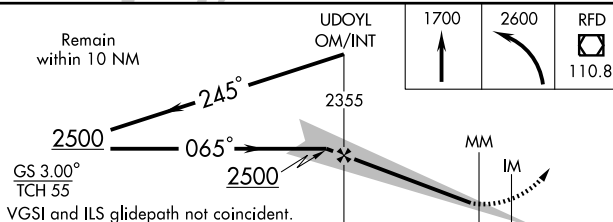
CLNC DEL  
**119.25**

UNICOM  
**122.95**



ELEV 742

D



CATEGORY	A	B	C	D
S-ILS 7	942/18 200 (200-½)			
S-LOC 7	1200/24	458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 26 AUG 2010 to 23 SEP 2010

CHICAGO/ROCKFORD, ILLINOIS

AL-954 (FAA)

LOC I-UDY	APP CRS	Rwy Idg	<b>10004</b>
<b>109.55</b>	<b>065°</b>	TDZE	<b>742</b>
		Apt Elev	<b>742</b>

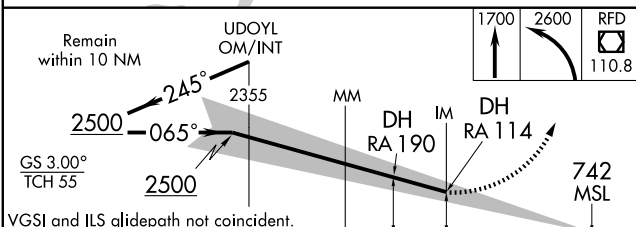
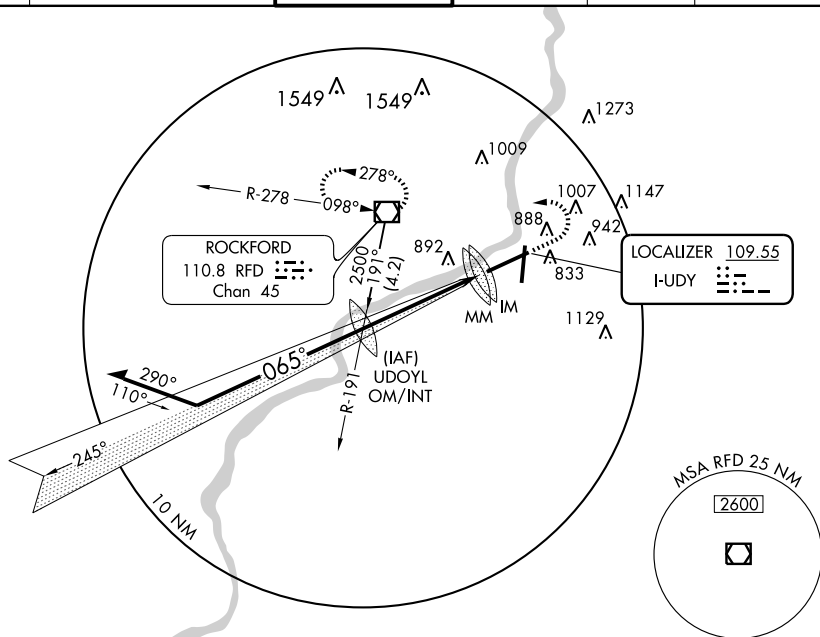
# ILS RWY 7 (CAT II) CHICAGO/ROCKFORD INTL (RFD)

ASR



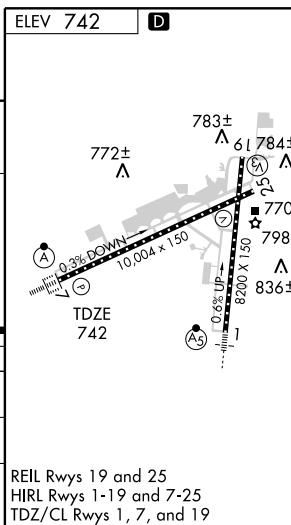
MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.3 239.0</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 7		RA 190/16	150	DA 892
S-ILS 7		RA 114/12	100	DA 842

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS  
Amdt 1B 10154

42°12'N - 89°06'W

CHICAGO/ ROCKFORD INTL (RFD)  
**ILS RWY 7 (CAT II)**

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

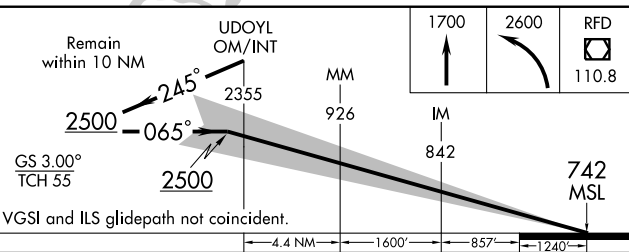
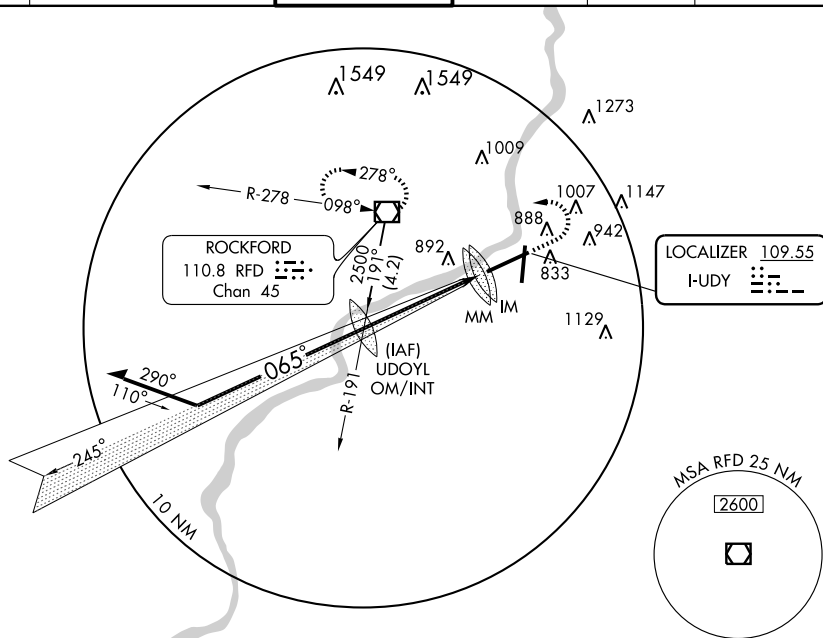
CHICAGO/ROCKFORD, ILLINOIS

AL-954 (FAA)

LOC I-UDY	APP CRS	Rwy Idg	10004
<u>109.55</u>	<u>065°</u>	TDZE	742
		Apt Elev	742

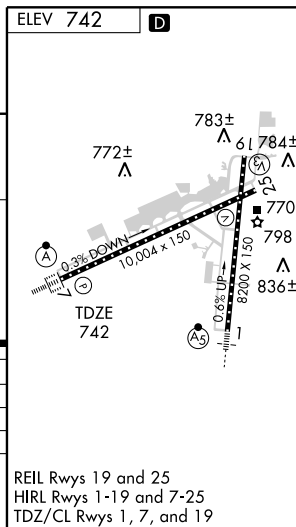
# ILS RWY 7 (CAT III) CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.			
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



CATEGORY	A	B	C	D
S-ILS 7		CAT IIIa	RVR 07	
S-ILS 7		CAT IIIb	RVR 06	
S-ILS 7		CAT IIIc	NA	

**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS

Amdt 1B 10154

42° 12' N - 89° 06' W

CHICAGO/ROCKFORD INTL (RFD)

**ILS RWY 7 (CAT III)**

EC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RFD <b>109.3</b> Chan <b>30</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>8099</b> <b>736</b> <b>742</b>
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# LOC BC RWY 19

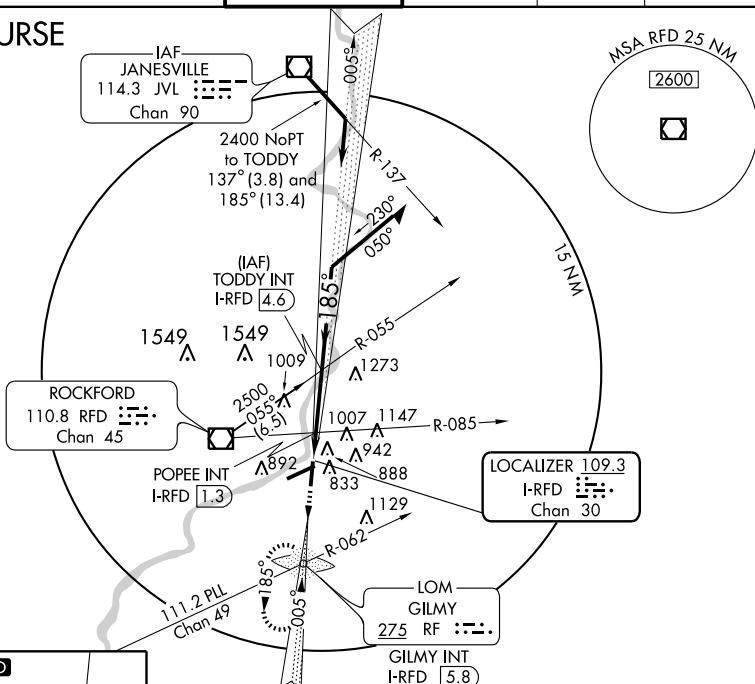
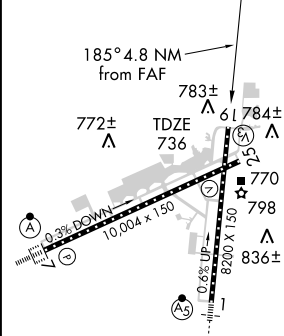
## CHICAGO/ROCKFORD INTL (RFD)

ASR

MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/Int/I-RFD 5.8 DME and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.3 239.0</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>
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### BACK COURSE

ELEV 742 **D**

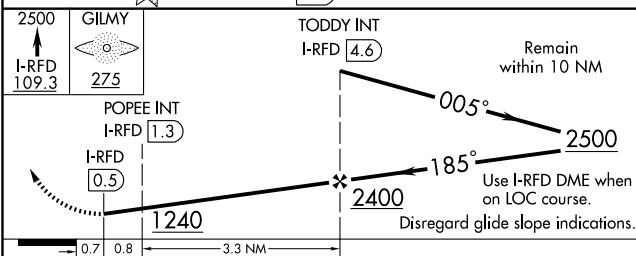
REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CHICAGO/ROCKFORD, ILLINOIS

Amdt 15B 101154



CATEGORY	A	B	C	D
S-19	1240-1	504 (500-1)	1240-1½	504 (500-1½)
CIRCLING	1240-1	504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)
POPEE INT/DME MINIMUMS				
S-19	1140-1	404 (400-1)	1140-1¼	404 (400-1¼)
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

CHICAGO/ROCKFORD INTL (RFD)

LOC BC RWY 19

42° 12'N - 89° 06'W



LOM RF <b>275</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev	<b>8199</b> <b>729</b> <b>742</b>
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# NDB RWY 1

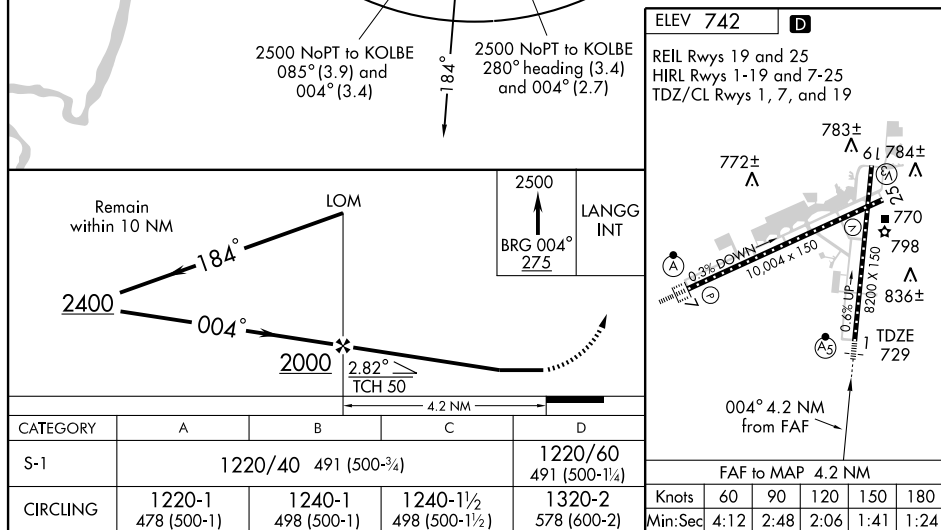
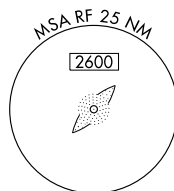
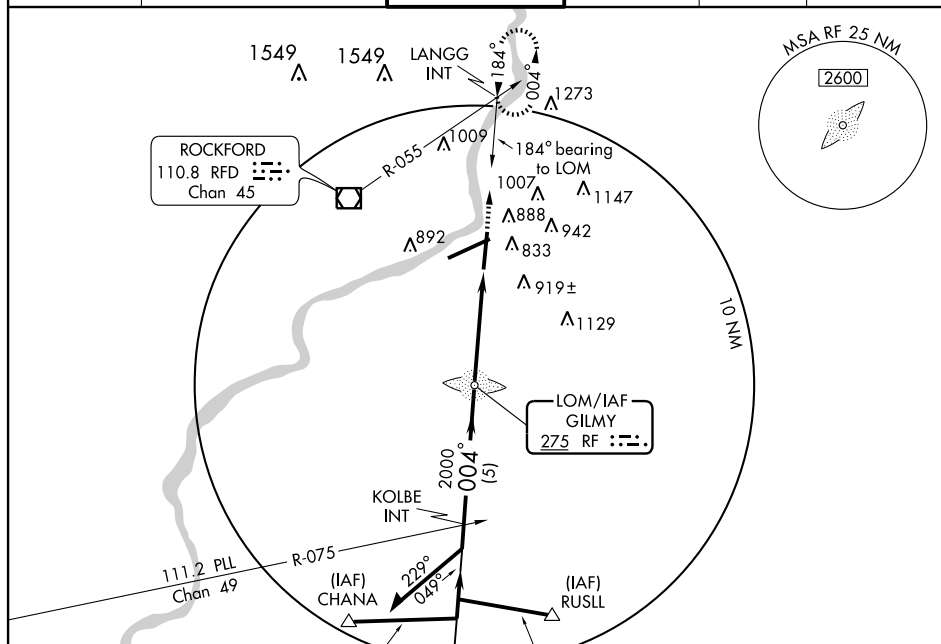
## CHICAGO/ROCKFORD INTL (RFD)

NA  
ASR



MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG Int and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.3 239.0</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>
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APP CRS **065°**  
Rwy Ldg **10004**  
TDZE **742**  
Apt Elev **742**

# RNAV (GPS) RWY 7

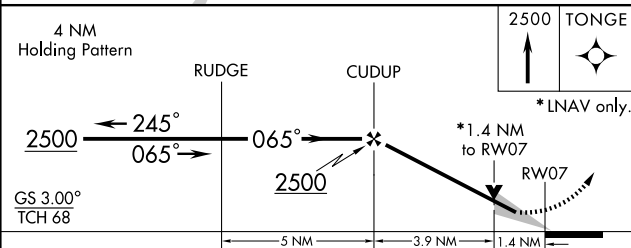
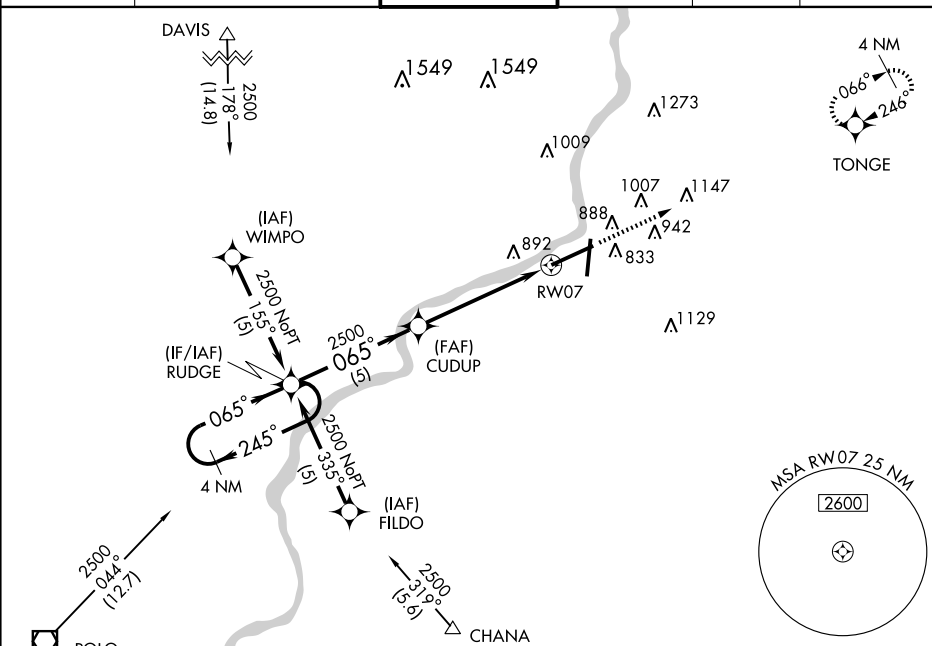
CHICAGO/ROCKFORD INTL (RFD)

**NA**  
ASR  
Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

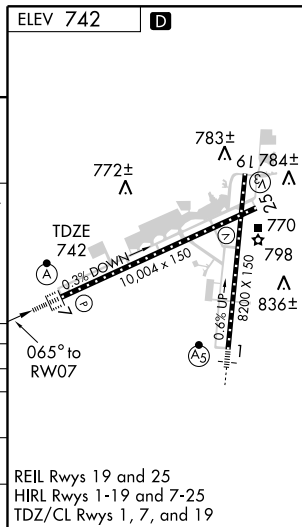


MISSED APPROACH: Climb to 2500  
direct TONGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
<b>127.6</b>	<b>121.0 327.0</b>	<b>118.3 239.0</b>	<b>121.9 239.0</b>	<b>119.25</b>	<b>122.95</b>



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140/40 398 (400-3/4)			
LNAV MDA	1240/24 498 (500-1/2)	1240/40 498 (500-3/4)	1240/50 498 (500-1)	
CIRCLING	1240-1 1/4 498 (500-1 1/4)	1240-1 1/2 498 (500-1 1/2)	1320-2 578 (600-2)	



APP CRS **185°**  
Rwy Idg **8099**  
TDZE **736**  
Apt Elev **742**

# RNAV (GPS) Y RWY 19

## CHICAGO/ROCKFORD INTL (RFD)

▲ NA  
ASR

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2500  
direct CONAN WP and hold.

ATIS  
**127.6**

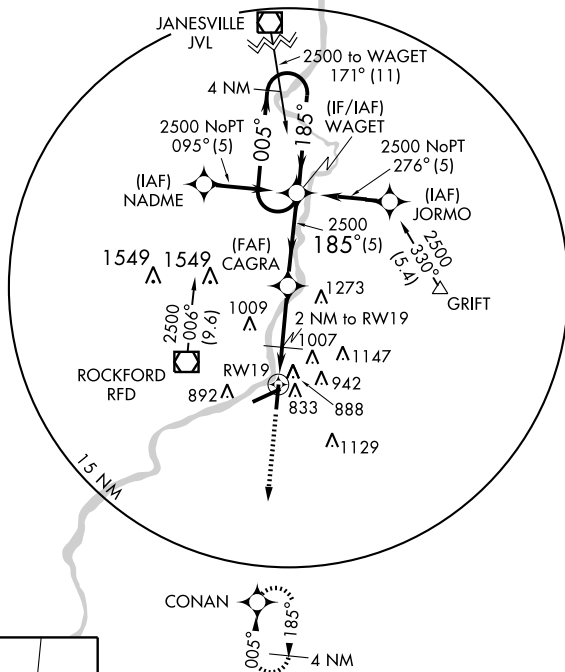
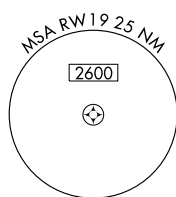
ROCKFORD APP CON  
**121.0 327.0**

ROCKFORD TOWER  
**118.3 239.0**

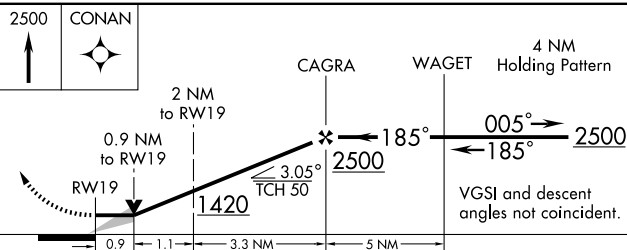
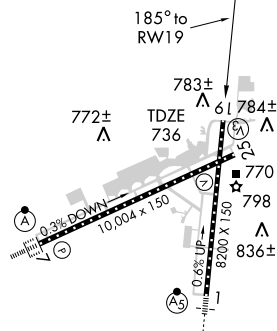
GND CON  
**121.9 239.0**

CLNC DEL  
**119.25**

UNICOM  
**122.95**



ELEV 742



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 344 (400-1)			1080-1½ 344 (400-1½)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS  
Orig-A 10154

42° 12' N - 89° 06' W

CHICAGO/ROCKFORD INTL (RFD)  
RNAV (GPS) Y RWY 19

APP CRS **246°**  
 Rwy Idg **10004**  
 TDZE **735**  
 Apt Elev **742**

# RNAV (GPS) Y RWY 25

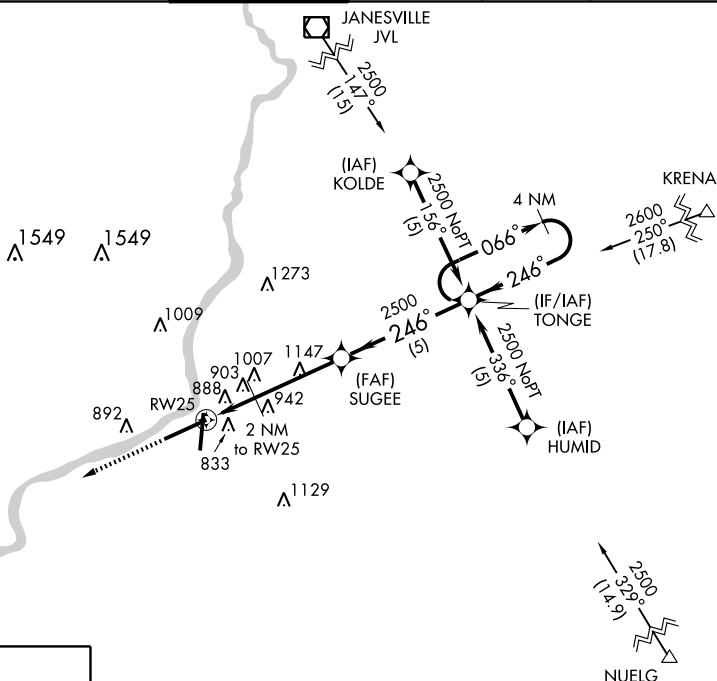
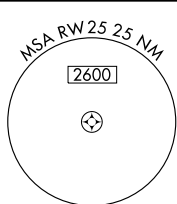
## CHICAGO/ROCKFORD INTL (R.F.D)

NA  
 ASR

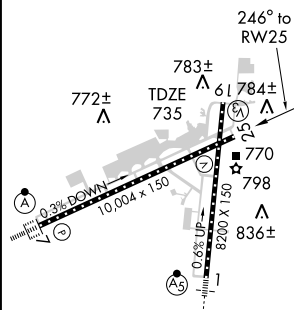
GPS or RNP-0.3 Required.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
 direct RUDGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95



ELEV 742



2500	RUDGE				
		2 NM to RW25	SUGEE	TONGE	4 NM Holding Pattern
		1.2 NM to RW25	2500	246°	066°
		RW25	1420	246°	2500
		1.2	0.8	3.3 NM	5 NM
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	NA				
LNAV MDA	1160-1 425 (500-1)		1160-1¼ 425 (500-1¼)		
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)	

REIL Rwy 19 and 25  
 HIRL Rwy 1-19 and 7-25  
 TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS  
 Orig-A 10154

42°12'N - 89°06'W

CHICAGO/ROCKFORD INTL (R.F.D)  
**RNAV (GPS) Y RWY 25**

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS **185°**  
Rwy Idg **8099**  
TDZE **736**  
Apt Elev **742**

# RNAV (GPS) Z RWY 19

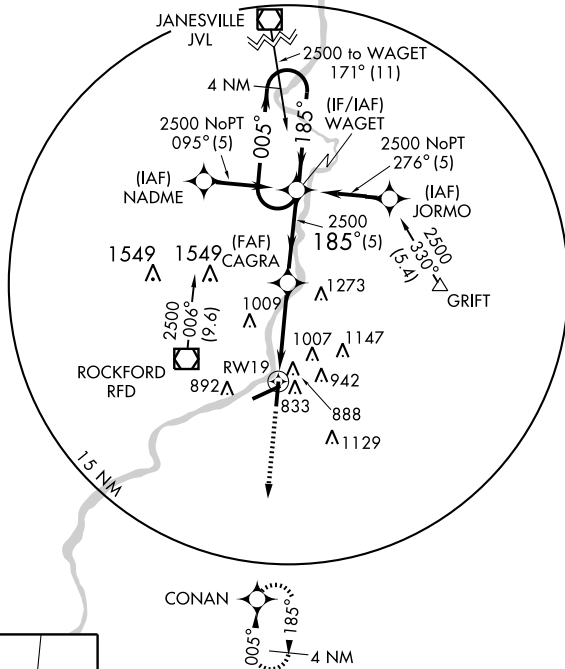
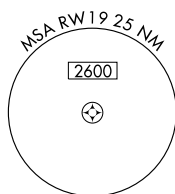
## CHICAGO/ROCKFORD INTL (RFD)

NA  
ASR

Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
direct CONAN WP and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.3 239.0</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>
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ELEV 742



REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

2500	CONAN	4 NM Holding Pattern			
*LNAV only.					
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1060-1 324 (400-1)				
LNAV MDA	1300-1	564 (600-1)	1300-1½ 564 (600-1½)	1300-1¾ 564 (600-1¾)	
CIRCLING	1300-1	558 (600-1)	1300-1½ 558 (600-1½)	1320-2 578 (600-2)	

APP CRS **246°**  
Rwy Idg **10004**  
TDZE **735**  
Apt Elev **742**

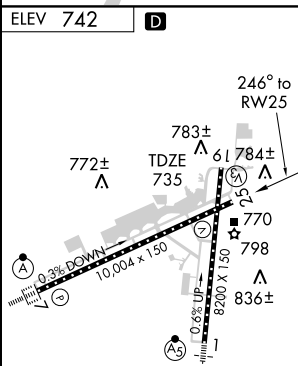
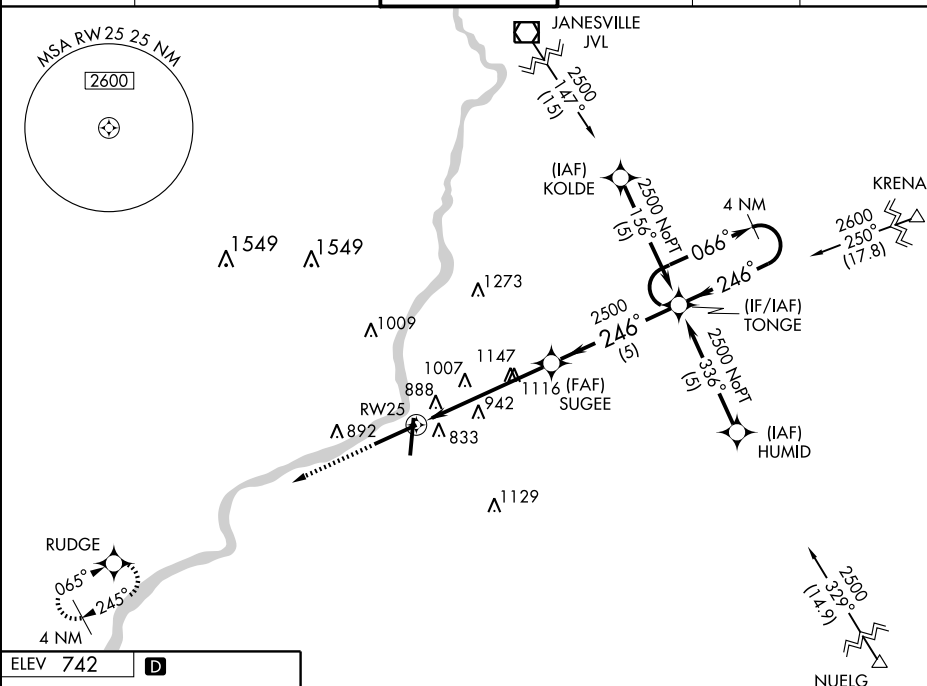
# RNAV (GPS) Z RWY 25

## CHICAGO/ROCKFORD INTL (R.F.D)

**NA**  
ASR Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
direct RUDGE WP and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.3 239.0</b>	GND CON <b>121.9 239.0</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>
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REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1, 7, and 19

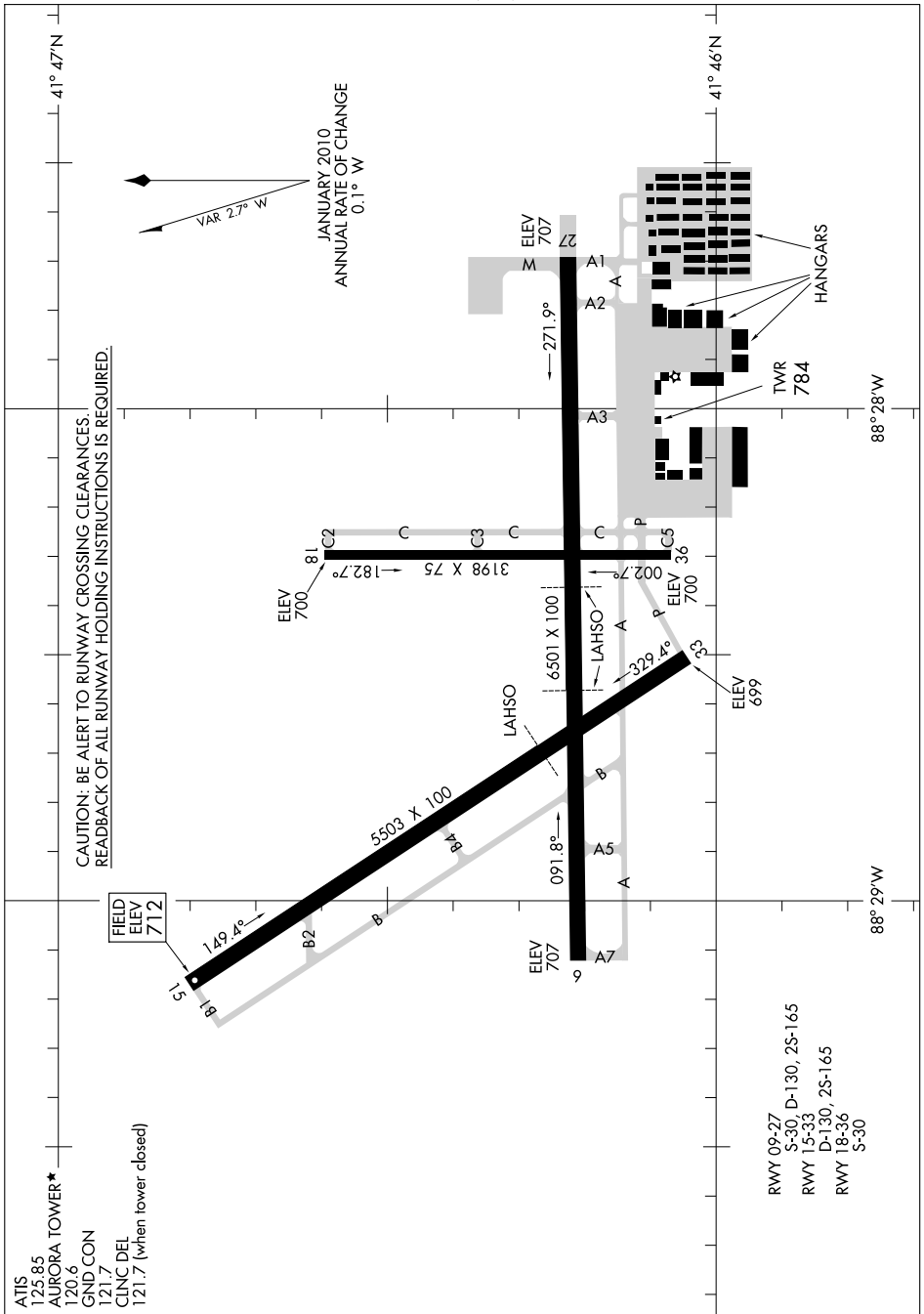
	2500	RUDGE		
	↑	✱		
	*LNAV only.			
	*2 NM to RW25 2 NM    3.3 NM    5 NM			
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140-1½ 405 (400-1½)			
LNAV MDA	1420-1 685 (700-1)	1420-2 685 (700-2)	1420-2¼ 685 (700-2¼)	1420-2¼ 685 (700-2¼)
CIRCLING	1420-1½ 678 (700-1½)	1420-2 678 (700-2)	1420-2¼ 678 (700-2¼)	1420-2¼ 678 (700-2¼)

## AIRPORT DIAGRAM

AL-5103 (FAA)

CHICAGO/AURORA MUNI (ARR)  
CHICAGO/AURORA, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010



EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CHICAGO/AURORA, ILLINOIS  
CHICAGO/AURORA MUNI (ARR)



**LANSING MUNI** (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 09-27: H3395X75 (ASPH-PFC) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

**AIRPORT REMARKS:** Attended 1300-0100Z. Birds on and invof arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dspcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

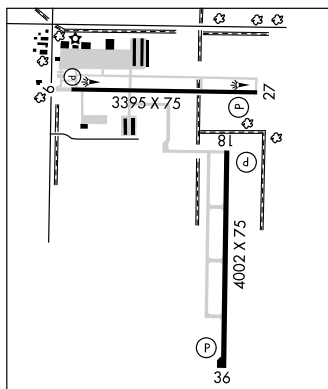
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).

Ⓡ CHICAGO APP/DEP CON 118.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60' W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-XJX Chan 28(Y) Rwy 36. LOC only.



## CHICAGO/AURORA

**AURORA MUNI** (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

RWY 09: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Tree.

RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 42'.

RWY 15-33: H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL

RWY 15: REIL. PAPI(P4L)-GA 3.0° TCH 34'. Tree.

RWY 33: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 48'. Tree.

RWY 18-36: H3198X75 (ASPH) S-30 MIRL

RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 30'. Pole.

RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 34'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DISC AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

**AIRPORT REMARKS:** Attended Mon-Sat 1100-0600Z, Sun 1300-0400Z. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts-CTAF.

**WEATHER DATA SOURCES:** ASOS 125.85 (630) 466-4024. LAWRS.

**COMMUNICATIONS:** CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 133.5 CLNC DEL 121.7 (When twr clsd)

TOWER 120.6 (1300-0300Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

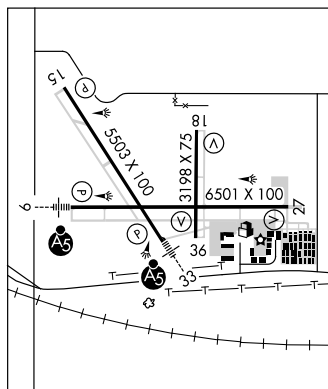
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

ILS 108.9 I-ARR Rwy 09.

ILS/DME 115.15 I-ROF Chan 48(Y) Rwy 33.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



LOC I-ARR <b>108.9</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>706</b> <b>712</b>
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# ILS or LOC RWY 9

## CHICAGO/AURORA MUNI (ARR)



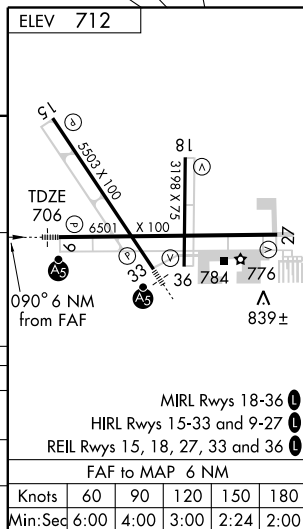
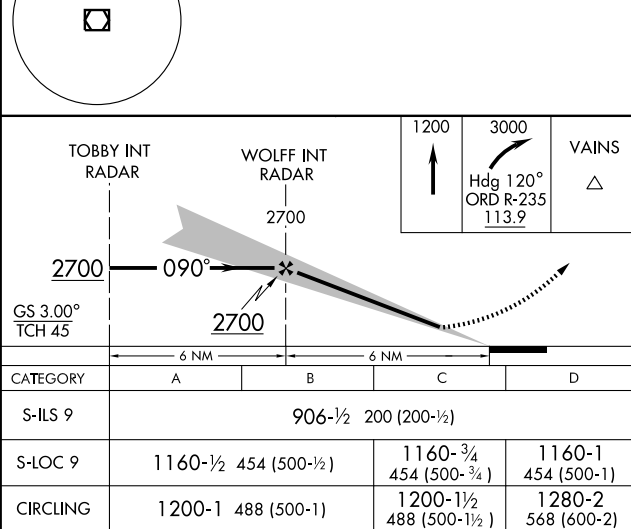
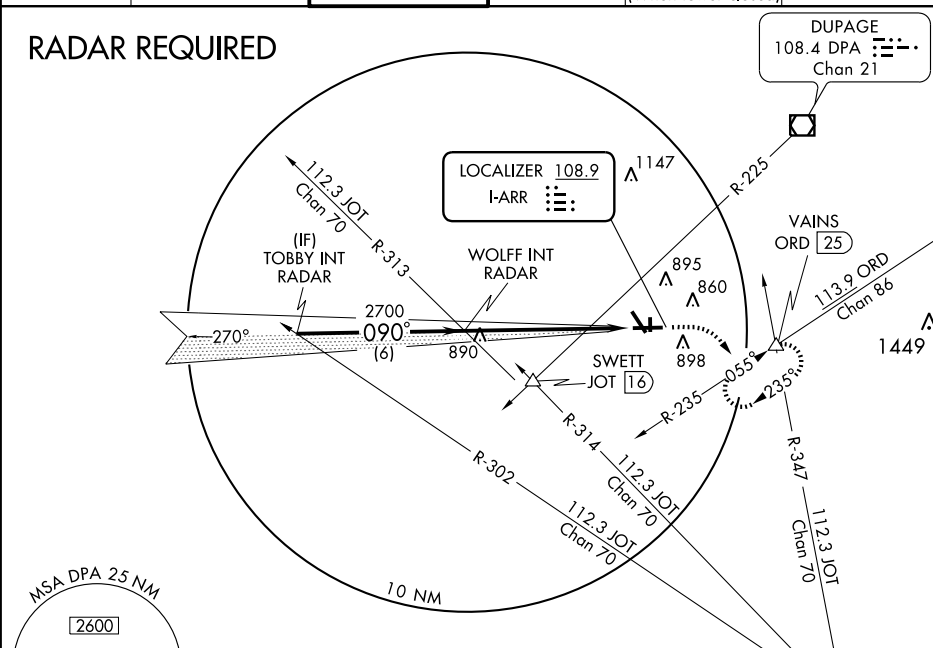
If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet.



MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.

ATIS <b>125.85</b>	CHICAGO APP CON <b>133.5 349.0</b>	AURORA TOWER ★ <b>120.6 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95 123.5</b>
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## RADAR REQUIRED



LOC/DME I-ROF  
**111.15**  
Chan **48 (Y)**

APP CRS  
**328°**

Rwy Idg **5503**  
TDZE **706**  
Apt Elev **712**

**ILS or LOC RWY 33**  
CHICAGO/AURORA MUNI (ARR)

For inoperative MALS, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.



MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS  
**125.85**

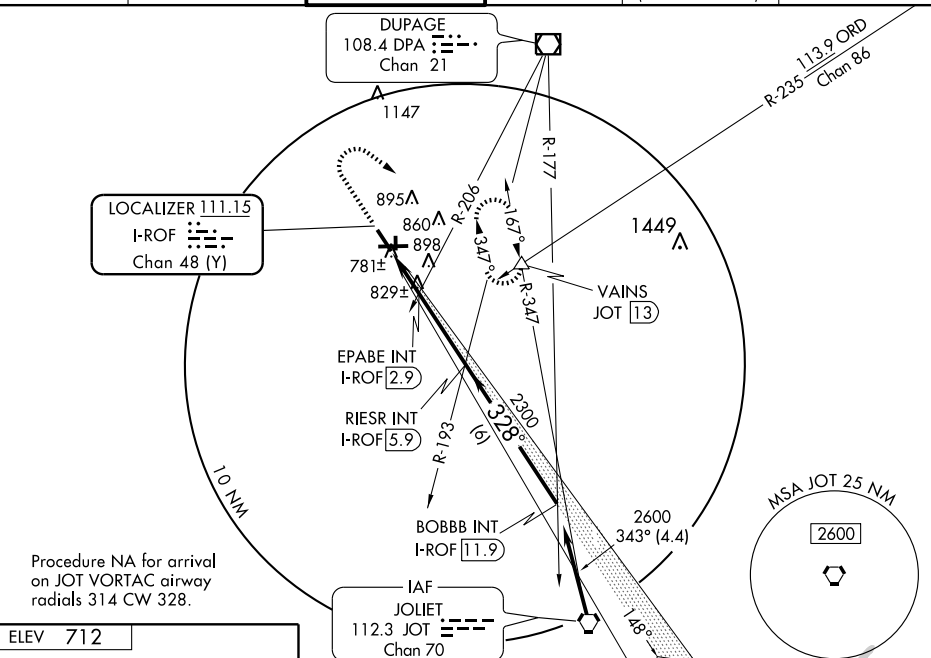
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF) 0**

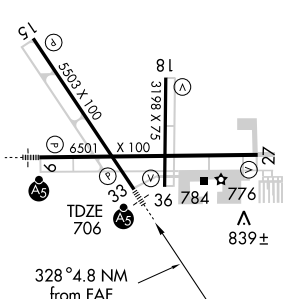
GND CON  
**121.7**

CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**



ELEV 712



HIRL Rwy 15-33 and 9-27

MIRL Rwy 18-36

REIL Rwy 15, 18, 27, 33 and 36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CHICAGO/AURORA, ILLINOIS

Orig 10098

CATEGORY	S-ILS 33			
	956- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )			
S-LOC 33	1320- <sup>3</sup> / <sub>4</sub> 614 (700- <sup>3</sup> / <sub>4</sub> )	1320-1 <sup>1</sup> / <sub>4</sub> 614 (700-1 <sup>1</sup> / <sub>4</sub> )	1320-1 <sup>1</sup> / <sub>2</sub> 614 (700-1 <sup>1</sup> / <sub>2</sub> )	
CIRCLING	1320-1 608 (700-1)	1320-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> )	1320-2 608 (700-2)	
EPABE FIX MINIMUMS				
S-LOC 33	1080- <sup>3</sup> / <sub>4</sub> 374 (400- <sup>3</sup> / <sub>4</sub> )			
CIRCLING	1200-1 488 (500-1)	1200-1 <sup>1</sup> / <sub>2</sub> 488 (500-1 <sup>1</sup> / <sub>2</sub> )	1280-2 568 (600-2)	

41°46'N - 88°28'W

CHICAGO/AURORA MUNI (ARR)

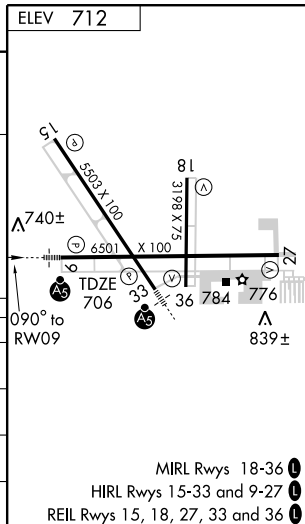
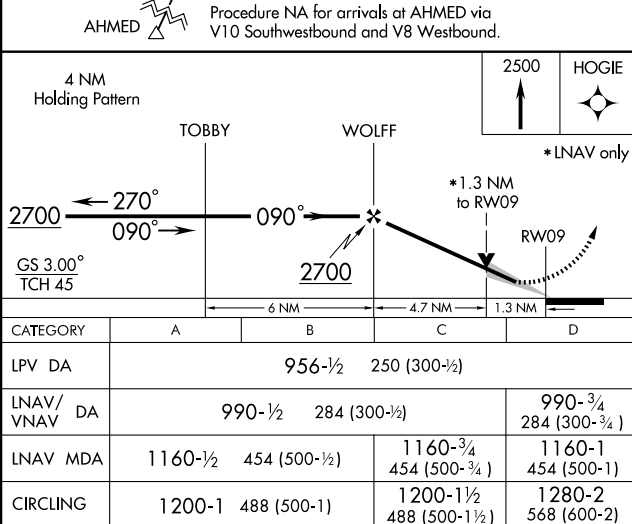
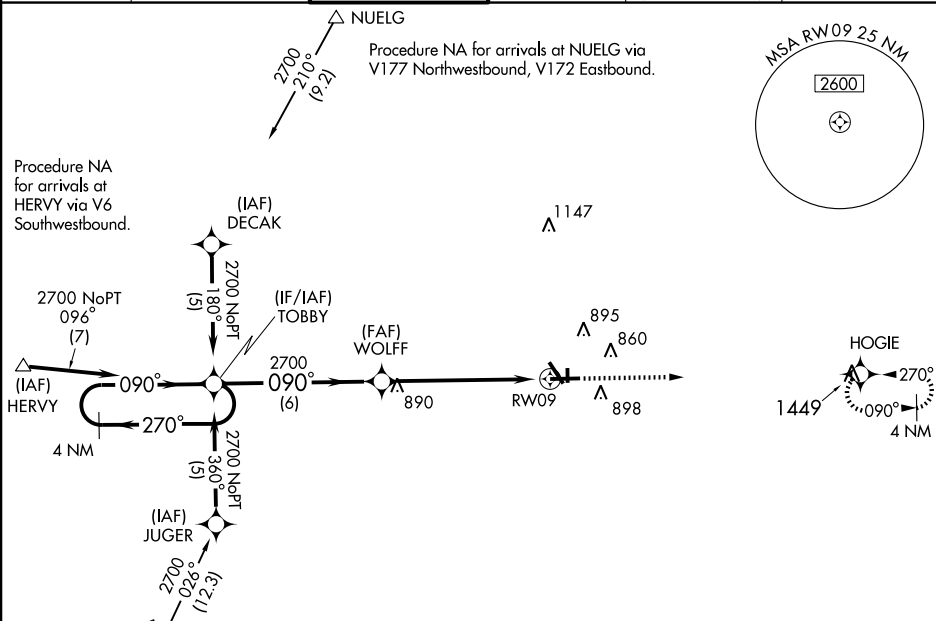
**ILS or LOC RWY 33**

WAAS CH <b>45522</b> <b>W09A</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>706</b> <b>712</b>
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# RNAV (GPS) RWY 9

## CHICAGO/AURORA MUNI (ARR)

<div><div><div>▼</div><div>▲</div></div><div>Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 3/4 all Cats, and increase LNAV/VNAV Cat. D visibility to 1. If local altimeter setting not received, use Chicago O'Hare Intl. altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV and VDP NA when using Chicago O'Hare Intl altimeter setting.</div></div>				<div>MALSR</div> <div><div>A5</div><div>+</div><div>+</div><div>+</div><div>+</div></div>	MISSED APPROACH: Climb to 2500 direct HOGIE and hold.
ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5





APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>706</b> <b>712</b>
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# RNAV (GPS) RWY 27

## CHICAGO/AURORA MUNI (A.R.R.)

**NA** Baro-VNAV NA below -16°C (4°F).  
GPS or RNP -0.3 Required, DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2700  
direct TOBBY WP and hold.

ATIS  
**125.85**

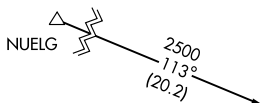
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF) 0**

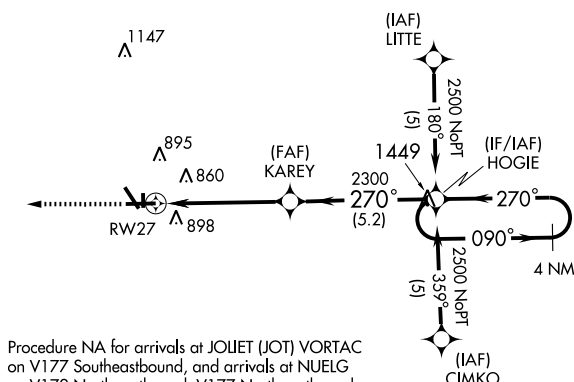
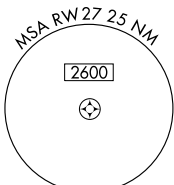
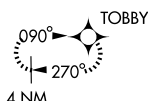
GND CON  
**121.7**

CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**

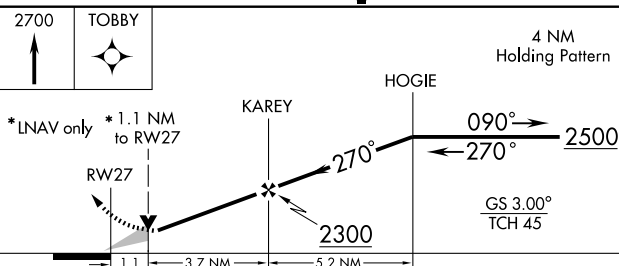
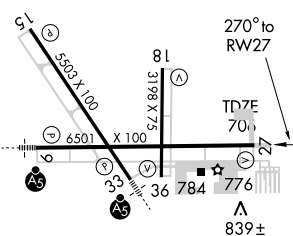


1147



Procedure NA for arrivals at JOUET (JOT) VORTAC  
on V177 Southeastbound, and arrivals at NUELG  
on V172 Northwestbound, V177 Northwestbound.

ELEV 712



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNNAV/VNAV DA	1160-1½ 454 (500-1½)			
LNNAV MDA	1100-1 394 (400-1)			1100-1¼ 394 (400-1¼)
CIRCLING	1200-1½ 488 (500-1½)			1280-2 568 (600-2)

WAAS CH <b>49105</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev	<b>5503</b> <b>706</b> <b>712</b>
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## RNAV (GPS) RWY 33

CHICAGO/AURORA MUNI (A.R.R.)

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALS, increase LPV visibility to 1 mile all Cats, LNAV Cats A/B visibility to 1 mile.

MALSR



MISSED APPROACH:  
Climb to 3000 direct  
UCORO and hold,  
continue climb-in-hold  
to 3000.

ATIS  
**125.85**

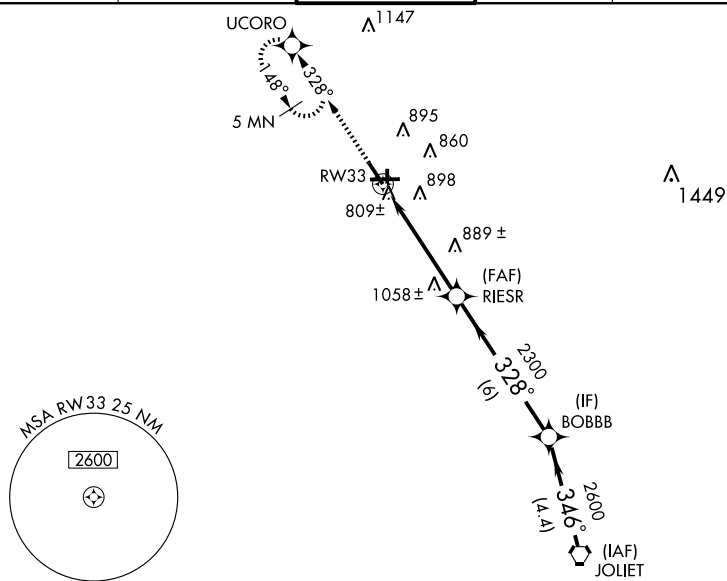
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF) 0**

GND CON  
**121.7**

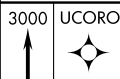
CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**



ELEV 712

Procedure NA for arrival on JOT VORTAC  
airway radials 314 CW 328.

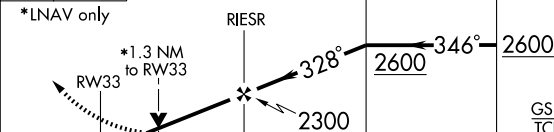


\*LNAV only

VGSI and RNAV glidepath not coincident.

BOBBB

VORTAC

Procedure  
Turn  
NA

CATEGORY	A	B	C	D
LPV DA	1042-¾		336 (400-¾)	
LNAV/VNAV DA	1194-1¼		488 (500-1¼)	
LNAV MDA	1140-¾		434 (500-¾)	1140-1 434 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

HIRL Rwy 15-33 and 9-27  
 MIRL Rwy 18-36  
 REIL Rwy 15, 18, 27, 33 and 36

CHICAGO/AURORA, ILLINOIS

Amdt 1 10098

CHICAGO/AURORA MUNI (A.R.R.)

41°46'N - 88°28'W

RNAV (GPS) RWY 33

VORTAC JOT  
**112.3**  
Chan **70**

APP CRS  
**150°**

Rwy Idg **5503**  
TDZE **712**  
Apt Elev **712**

**VOR RWY 15**  
CHICAGO/AURORA MUNI (ARR)



MISSED APPROACH: Climbing right turn to 3000 via JOT R-314 to SWETT Int and hold.

ATIS  
**125.85**

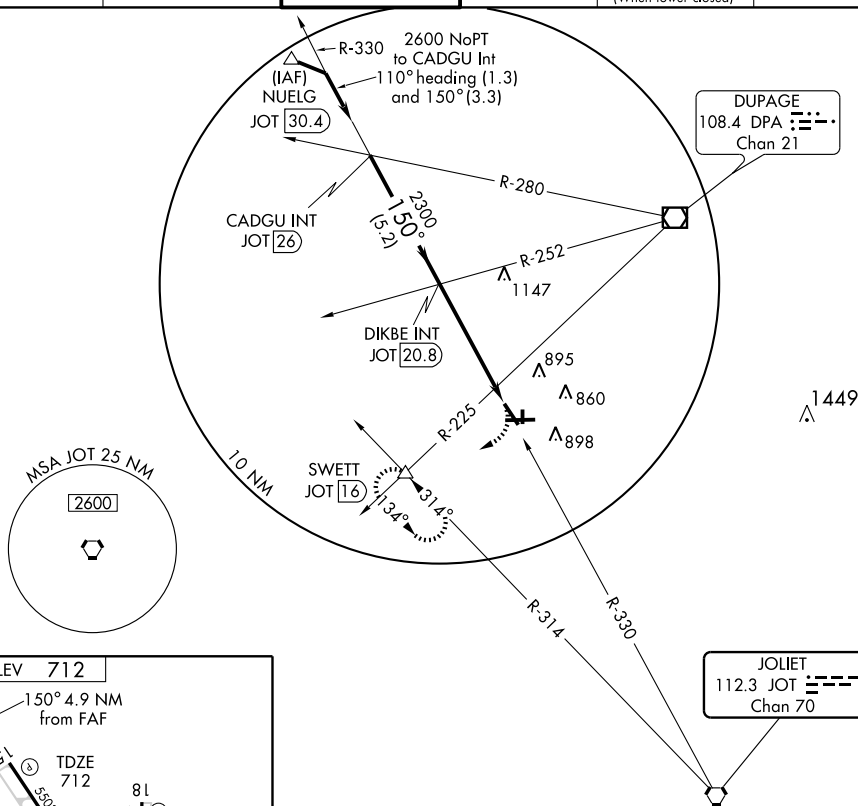
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF) 0**

GND CON  
**121.7**

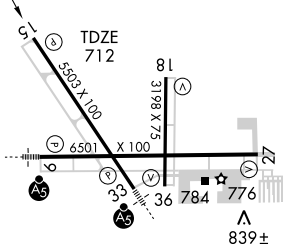
CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**



ELEV **712**

150° 4.9 NM  
from FAF

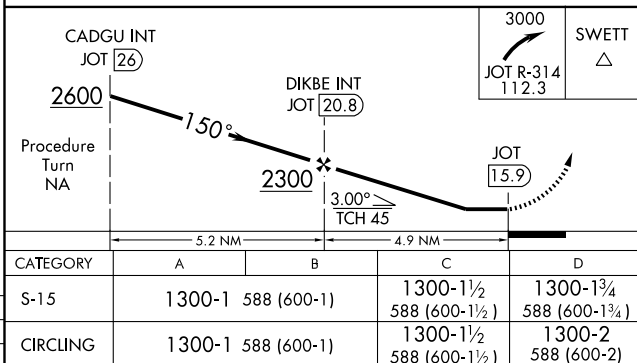


HIRL Rwy 15-33 and 9-27  
MIRL Rwy 18-36  
REIL Rwy 15, 18, 27, 33 and 36

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CHICAGO/AURORA, ILLINOIS  
Orig-B 10098



CATEGORY	A	B	C	D
S-15	1300-1 588 (600-1)		1300-1½ 588 (600-½)	1300-1¾ 588 (600-¾)
CIRCLING	1300-1 588 (600-1)		1300-1½ 588 (600-½)	1300-2 588 (600-2)

CHICAGO/AURORA MUNI (ARR)

**VOR RWY 15**

41°46'N-88°28'W



VORTAC JOT  
**112.3**  
Chan **70**

APP CRS  
**330°**

Rwy Idg **5503**  
TDZE **706**  
Apt Elev **712**

**VOR RWY 33**  
CHICAGO/AURORA MUNI (ARR)



MISSED APPROACH: Climbing left turn to 3000 via  
DPA R-225 to SWETT Int and hold.

ATIS  
**125.85**

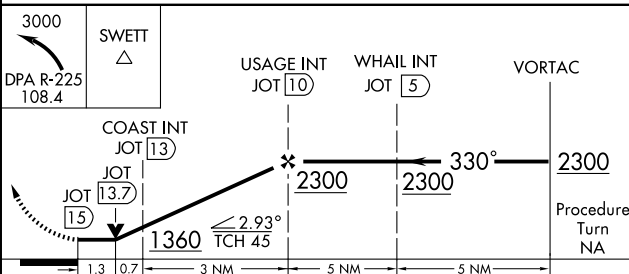
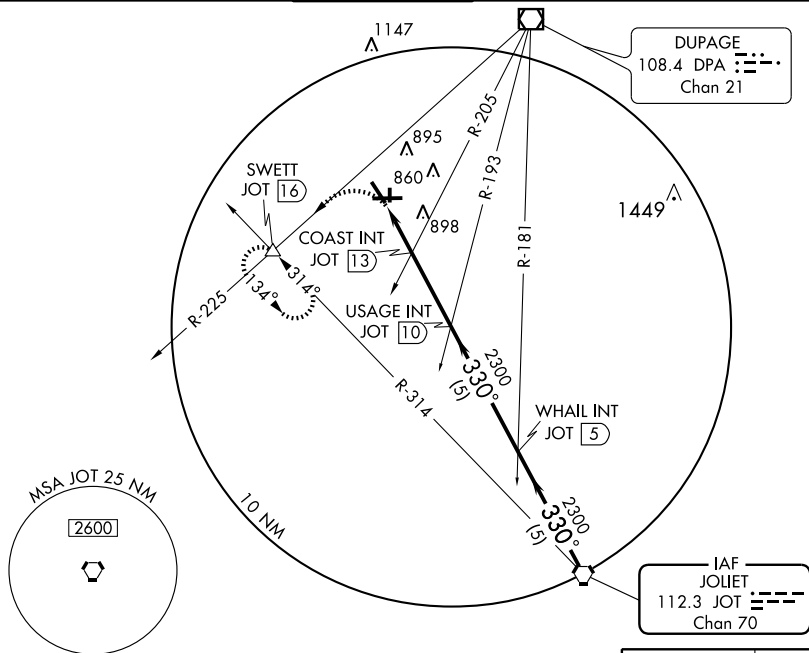
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF)**

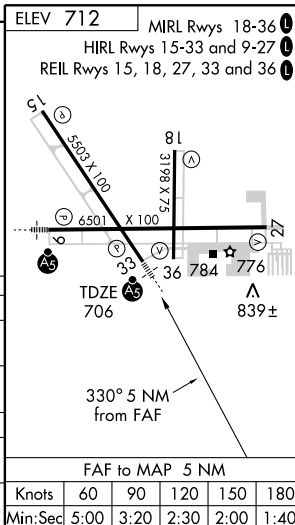
GND CON  
**121.7**

CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**



CATEGORY	A	B	C	D
S-33	1360-1 654 (700-1)		1360-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$ )	1360-2 654 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$ )	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-33	1160-1 454 (500-1)		1160-1 $\frac{1}{4}$ 454 (500-1 $\frac{1}{4}$ )	1160-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$ )
CIRCLING	1200-1 488 (500-1)		1200-1 $\frac{1}{2}$ 488 (500-1 $\frac{1}{2}$ )	1280-2 568 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VORTAC JOT  
**112.3**  
Chan **70**

APP CRS  
**330°**

Rwy Idg **3198**  
TDZE **702**  
Apt Elev **712**

**VOR RWY 36**  
CHICAGO/AURORA MUNI (ARR)

MISSED APPROACH: Climbing left turn to 3000 via  
DPA R-225 to SWETT Int and hold.

ATIS  
**125.85**

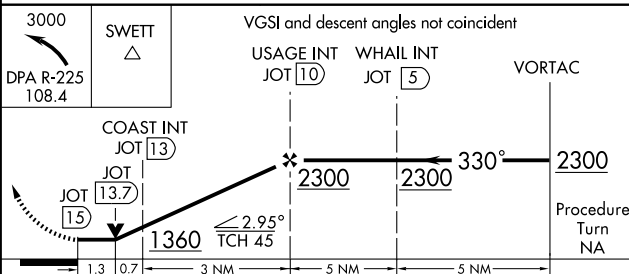
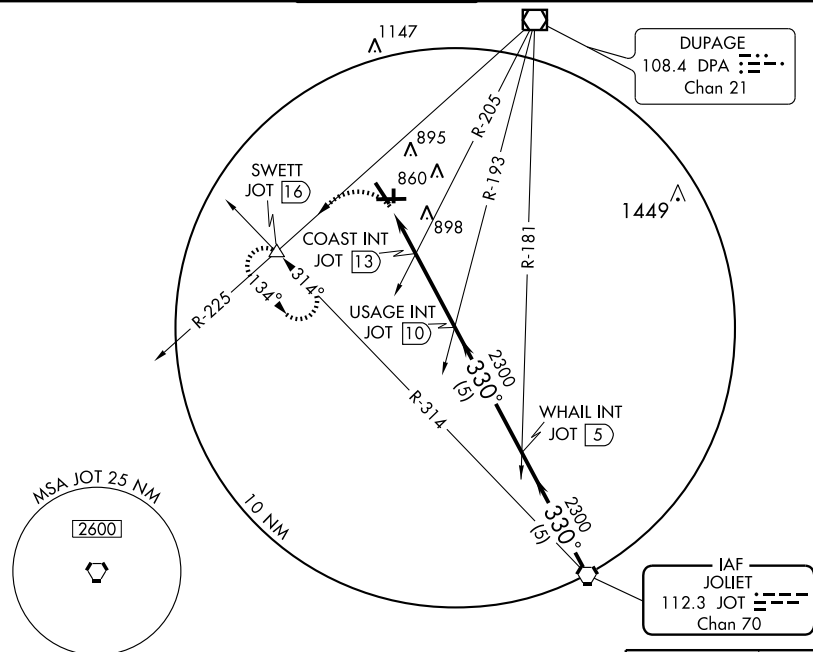
CHICAGO APP CON  
**133.5 349.0**

AURORA TOWER★  
**120.6 (CTAF) 0**

GND CON  
**121.7**

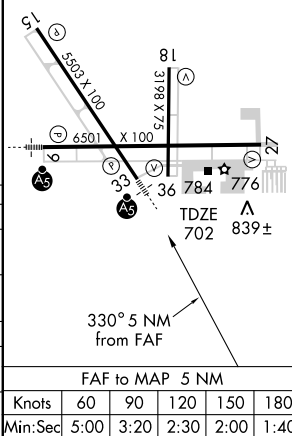
CLNC DEL  
**121.7**  
(When tower closed)

UNICOM  
**122.95 123.5**



CATEGORY	A	B	C	D
S-36	1360-1 658 (700-1)		1360-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$ )	1360-2 658 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$ )	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-36	1160-1 458 (500-1)		1160-1 $\frac{1}{4}$ 458 (500-1 $\frac{1}{4}$ )	1160-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$ )
CIRCLING	1200-1 488 (500-1)		1200-1 $\frac{1}{2}$ 488 (500-1 $\frac{1}{2}$ )	1280-2 568 (600-2)

ELEV 712 MRL Rwy 18-36  
HIRL Rwy 15-33 and 9-27  
REIL Rwy 15, 18, 27, 33 and 36



**CHICAGO HEIGHTS** N41°30.60' W87°34.29' NOTAM FILE IKK.

**CHICAGO**

(L) **VORTAC 114.2** CGT Chan 89 050° 2.4 NM to Lansing Muni. 634/2E.

**L-28H, A**

DME unusable:

050°-070° byd 20 NM blo 4000'

150°-225° byd 20 NM blo 4000'

110°-145° byd 20 NM blo 4000'

225°-280° byd 20 NM blo 4000'

145°-150° byd 20 NM blo 4000'

**RCO 122.1R 114.2T** (KANKAKEE RADIO)

## CHICAGO/LAKE IN THE HILLS

**LAKE IN THE HILLS** (3CK) 38 NW UTC-6(-5DT) N42°12.41' W88°19.38'

**CHICAGO**

888 B S4 **FUEL** 100LL, JET A TPA-1888(1000) NOTAM FILE IKK

**COPTER**

**RWY 08-26:** H3801X50 (ASPH) MIRL

**L-28H, A**

**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 20'. Thld dspld 361'. Trees.

**IAP**

**RWY 26:** PAPI(P2R)—GA 3.0° TCH 20'. Thld dspld 383'.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Numerous deer invof Rwy 08-26. Numerous geese invof arpt. Acft with wingspan greater than 56' cannot use parallel twy. Acft with wingspan greater than 45.5' cannot use parallel twy E of Twy Bravo. **ACTIVATE REIL** Rwy 08. PAPI Rwy 08 and Rwy 26-122.75.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

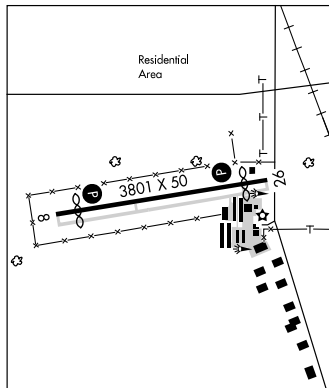
Ⓡ **CHICAGO APP/DEP CON** 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**NORTHBROOK (H) VORW/DME** 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 269° 16.6 NM to fld. 758/2W.

**COMM/NAV/WEATHER REMARKS:** For VFR wx advisory 5 clicks CTAF. Phone 815-444-1729. Wind speed and direction info broadcast on Unicom is inaccurate.



**CHICAGO MEIGS** N41°51.52' W87°36.50'

**RCO 122.15** (KANKAKEE RADIO)

**CHICAGO**

**COPTER**

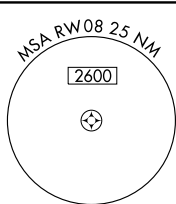
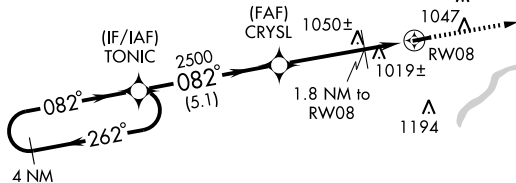
**L-28H, A**

APP CRS  
**082°**Rwy Idg **3440**  
TDZE **887**  
Apt Elev **888**

## RNAV (GPS) RWY 8

CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

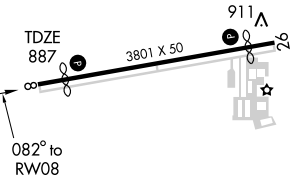
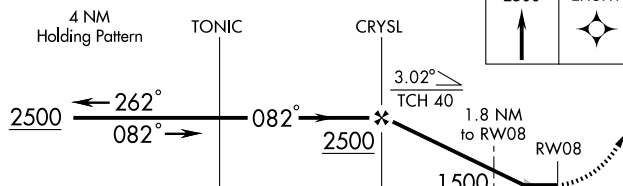
A NA

Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 2500  
direct EHUHY WP and hold.CHICAGO APP CON  
**120.55 315.6**UNICOM  
**123.05 (CTAF)****122.75**KRENA  
2600  
193°  
(12.1)

1460

(IAF) NUELG  
2500 NoPT  
025°  
(12.4)

ELEV 888



CATEGORY	A	B	C	D
LNAV MDA	1280-1 392 (400-1)			NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

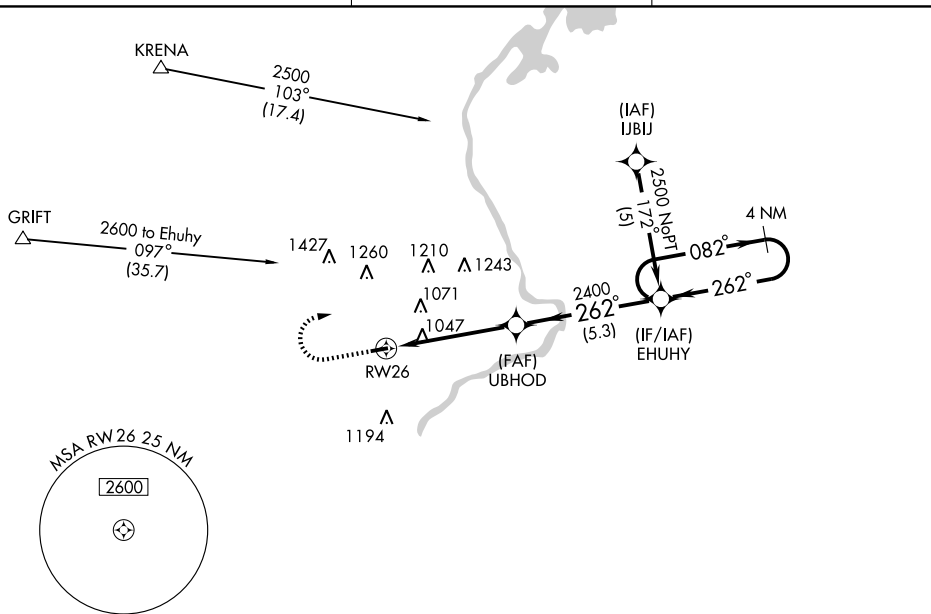
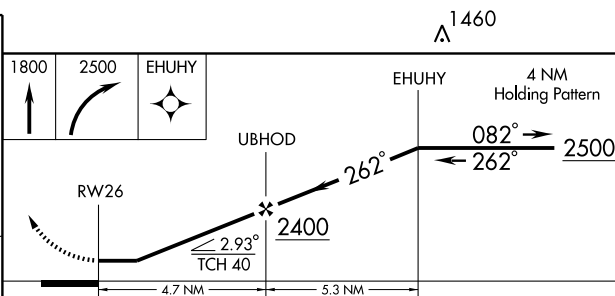
REIL Rwy 8   
MIRL Rwy 8-26

APP CRS  
**262°**Rwy Idg **3418**  
TDZE **887**  
Apt Elev **888****RNAV (GPS) RWY 26**

CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

CHICAGO APP CON  
**120.55 315.6**UNICOM  
**123.05 (CTAF)****122.75 0**ELEV **888**REIL Rwy 8 **0**  
MIRL Rwy 8-26

CATEGORY	A	B	C	D
RNAV MDA	1300-1	412 (500-1)	1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
RNAV MDA	1360-1	472 (500-1)	1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

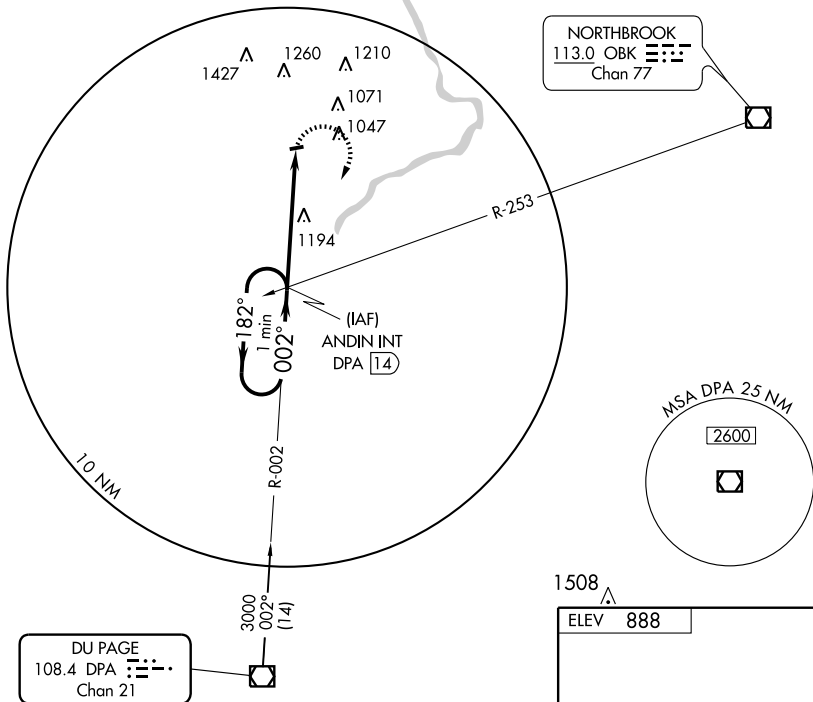
VOR/DME DPA <b>108.4</b> Chan <b>21</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>888</b>
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CHICAGO/LAKE IN THE HILLS / LAKE IN THE HILLS (3CK)

<b>NA</b> Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.	MISSED APPROACH: Climbing right turn to 2400 direct ANDIN Int and hold.
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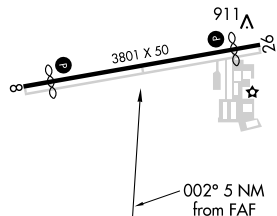
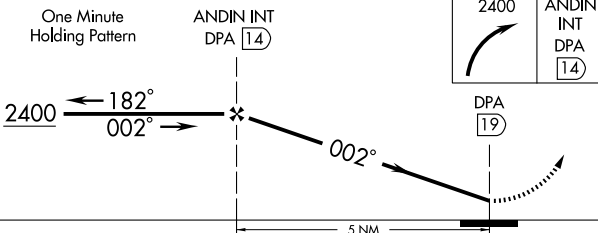
CHICAGO APP CON  
**120.55 315.6**

UNICOM  
**123.05 (CTAF)**

**122.75 0**

DU PAGE  
108.4 DPA  
Chan 21

1508  
ELEV 888



CATEGORY	A	B	C	D
CIRCLING	1500-1 612 (700-1)		1500-1 3/4 612 (700-1 3/4)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
CIRCLING	1560-1 672 (700-1)		1560-2 672 (700-2)	NA

REIL Rwy 8  
MIRL Rwy 8-26

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VORTAC OBK  
**113.0**  
Chan **77**

APP CRS  
**269°**

Rwy Idg **3418**  
TDZE **887**  
Apt Elev **888**

**VOR RWY 26**

CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

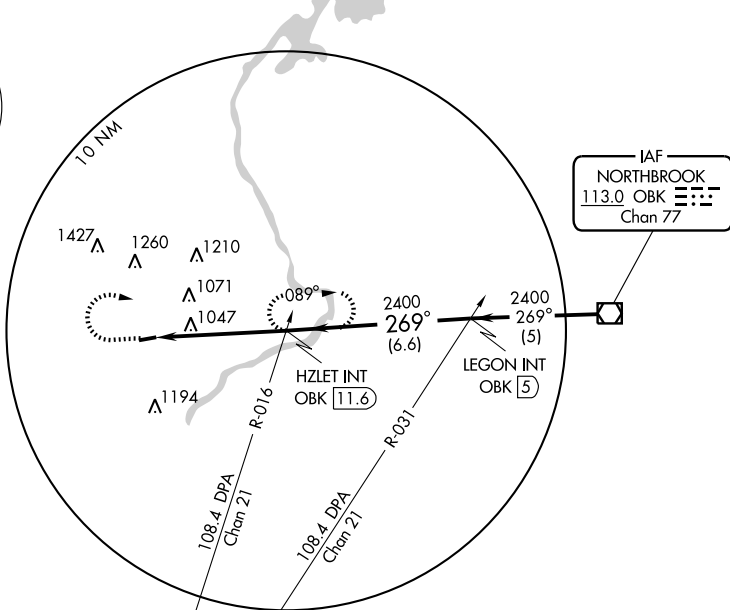
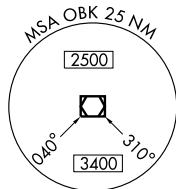
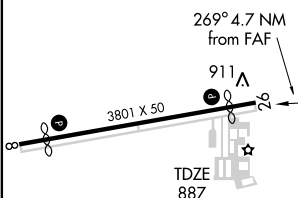


Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 via OBK R-269 to HZLET Int/11.6 DME and hold.

CHICAGO APP CON  
**120.55 315.6**

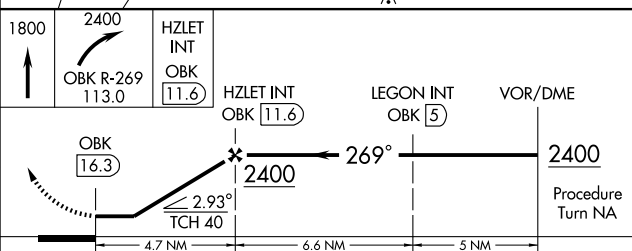
UNICOM  
**123.05** (CTAF)

**122.75** ELEV **888**

REIL Rwy 8   
MIRL Rwy 8-26

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-26	1380-1	492 (500-1)	1380-1¼ 492 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
S-26	1440-1	552 (600-1)	1440-1½ 552 (600-1½)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

CHICAGO/LAKE IN THE HILLS, ILLINOIS

Amdt 3A 10098

CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

42°12'N - 88°19'W

**VOR RWY 26**

ATIS	
124.2	
EXECUTIVE TOWER ★	
119.9	
GND CON	— —
121.7	
CLNC DEL	
124.7	ELEV

- 42°07.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

737<sub>△</sub>

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ATLANTIC  
FBO  
|  
HANGAR

HANGAR 10

- 42° 07.0' N

HANGAR 8

HANCAR

HANG

S

FIELD  
ELEV.

1

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.5	80.5	84.5	88.5	92.5	96.5	100.0	103.5	107.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	65	68	71	74	77	80	83	86	89
Urban population (%)	35	40	45	50	55	60	65	70	75
Employment rate (%)	55	58	61	64	67	70	73	76	79
Unemployment rate (%)	15	12	10	8	7	6	5	4	3
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Private consumption as % of GDP	55	58	61	64	67	70	73	76	79
Investment as % of GDP	10	12	14	16	18	20	22	24	26
Exports as % of GDP	10	12	14	16	18	20	22	24	26
Imports as % of GDP	10	12	14	16	18	20	22	24	26
Current account balance as % of GDP	-5	-4	-3	-2	-1	0	1	2	3
Foreign direct investment as % of GDP	0	1	2	3	4	5	6	7	8
Official development assistance as % of GDP	0	1	2	3	4	5	6	7	8
Net international reserves as % of GDP	0	1	2	3	4	5	6	7	8
Public debt as % of GDP	10	12	14	16	18	20	22	24	26
Private debt as % of GDP	0	1	2	3	4	5	6	7	8
Total debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0
Government balance as % of GDP	0	0	0	0	0	0	0	0	0
Government debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0
Government balance as % of GDP	0	0	0	0	0	0	0	0	0
Government debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0
Government balance as % of GDP	0	0	0	0	0	0	0	0	0
Government debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0
Government balance as % of GDP	0	0	0	0	0	0	0	0	0
Government debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0
Government balance as % of GDP	0	0	0	0	0	0	0	0	0
Government debt as % of GDP	10	12	14	16	18	20	22	24	26
Government revenue as % of GDP	15	18	21	24	27	30	33	36	39
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Government deficit as % of GDP	0	0	0	0	0	0	0	0	0
Government surplus as % of GDP	0	0	0	0	0	0	0	0	0

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	83.0	85.0	87.0	88.0	89.0	90.0	91.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	70	72	74	76	78	80	82	84	86
Urban population (%)	40	45	50	55	60	65	70	75	80
Employment in agriculture (%)	30	25	20	15	10	8	6	4	3
Government expenditure as % of GDP	15	18	20	22	24	26	28	30	32
Foreign aid as % of GDP	5	6	7	8	9	10	11	12	13
Healthcare expenditure as % of GDP	3	4	5	6	7	8	9	10	11
Primary school enrollment rate (%)	50	60	70	80	90	95	98	99	100
Secondary school enrollment rate (%)	20	30	40	50	60	70	80	90	95
Tertiary education enrollment rate (%)	5	10	15	20	25	30	35	40	45
Research and development expenditure as % of GDP	0.5	0.8	1.0	1.2	1.4	1.6	1.8	2.0	2.2
Patent applications per million people	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Internet usage per 100 people	0	0	0	0	0	0	0	0	0
Mobility index	1.0	1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6
Gender inequality index	0.5	0.4	0.3	0.2	0.1	0.0	0.0	0.0	0.0
Human Development Index	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3

RWY

1

0210

RWY 06-24	S-20, D-30
RWY 12-30	S-18, D-28
RWY 16-34	S-72, D-98, 2S-124

87° 54.0' W

87° 53.5' W

## AIRPORT DIAGRAM

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS  
CHICAGO EXECUTIVE (PWK)

EC-3. 26 AUG 2010 to 23 SEP 2010



## CHICAGO/PROSPECT HEIGHTS/WHEELING

CHICAGO EXECUTIVE (PWK) 18 NW UTC-6(-5DT) N42°06.86' W87°54.09'

CHICAGO

647 B S4 FUEL 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE PWK COPTER

RWY 16-34: H5000X150 (ASPH-GRVD) S-72, D-98, 2S-124 HIRL

H-5E, L-28H, A

RWY 16: LDIN (NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 49'. Bldg.

IAP, AD

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 12-30: H4415X75 (ASPH-GRVD) S-18, D-28 HIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Thld dspcd 296'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 43'. Thld dspcd 433'. Road.

Rgt tfc.

RWY 06-24: H3660X50 (ASPH) S-20, D-30 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 33'. Thld dspcd 354'. Pole.

RWY 24: Thld dspcd 1251'. Tree. Rgt tfc.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 16	12-30	3623

AIRPORT REMARKS: Attended continuously. Migratory birds on and in/ov arpt. Rwy 16 LDIN NSTD due to spacing. ACTIVATE HIRL Rwy

16-34, Rwy 06-24, Rwy 12-30, LDIN lights Rwy 16, REIL Rwy 16

and Rwy 34—CTAF. Twy Z closed indef. Noise abatement

procedures: When holding at the Rwy 16 pad align acft at 315°; for

Rwy 34 pad align acft at 190° while waiting tkf. While awaiting tkf

in the Rwy 16-34 pads, tail acft toward center of arpt for noise

abatement. TPA—For piston acft 1647(1000) and for jets

2147(1500). Noise sensitive neighbors N and S of arpt. US customs users fee. For customs clnc 2 hrs

minimum advance notice req Mon-Fri 1800-0200Z and not later than 2200Z Fri for weekend arrivals. Ctc

customs at 800-323-7887 extension 333 or 708-537-1200 extension 333. NOTE: See Special

Notices—Cabaa Visual Departure Chicago Executive Airport.

WEATHER DATA SOURCES: ASOS (847) 465-0291.

COMMUNICATIONS: CTAF 119.9 ATIS 124.2 UNICOM 122.95

Ⓡ CHICAGO APP/DEP CON 120.55 125.0

EXECUTIVE TOWER 119.9 (Mon-Fri 1200-0400Z, Sat-Sun 1300-0400Z) GND CON 121.7

CLNC DEL 124.7 (By CHICAGO APP CON on 124.7 when twr is clsd.)

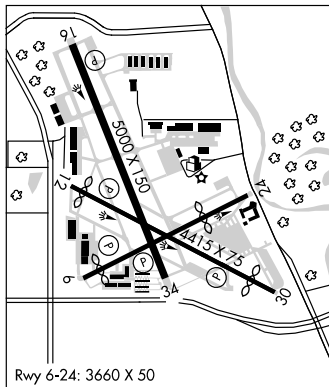
AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z Sat-Sun 1300-0400Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 163° 6.8 NM to fld. 758/2W.

ILS 111.9 I-PWK Rwy 16.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



LOC I-PWK <b>111.9</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>643</b> <b>647</b>
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# ILS or LOC RWY 16

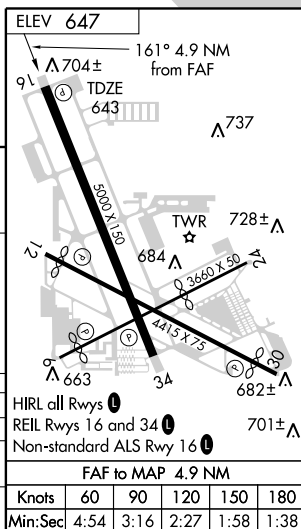
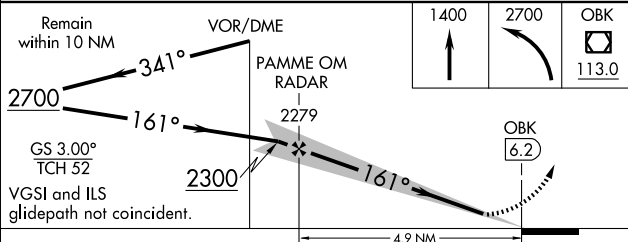
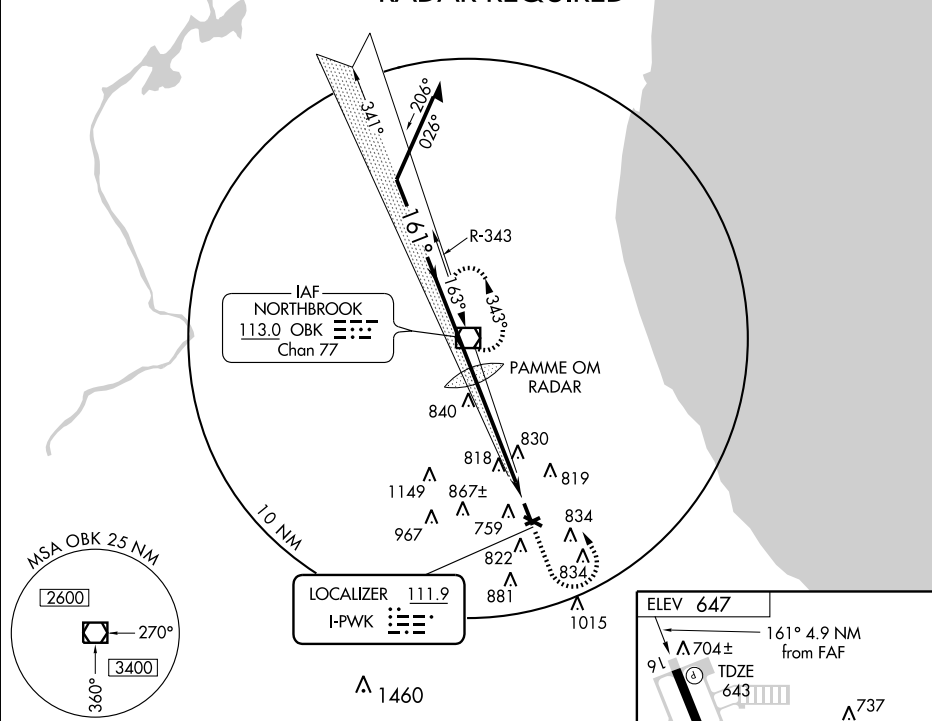
## CHICAGO EXECUTIVE (PWK)

**▼** If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities ¼ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

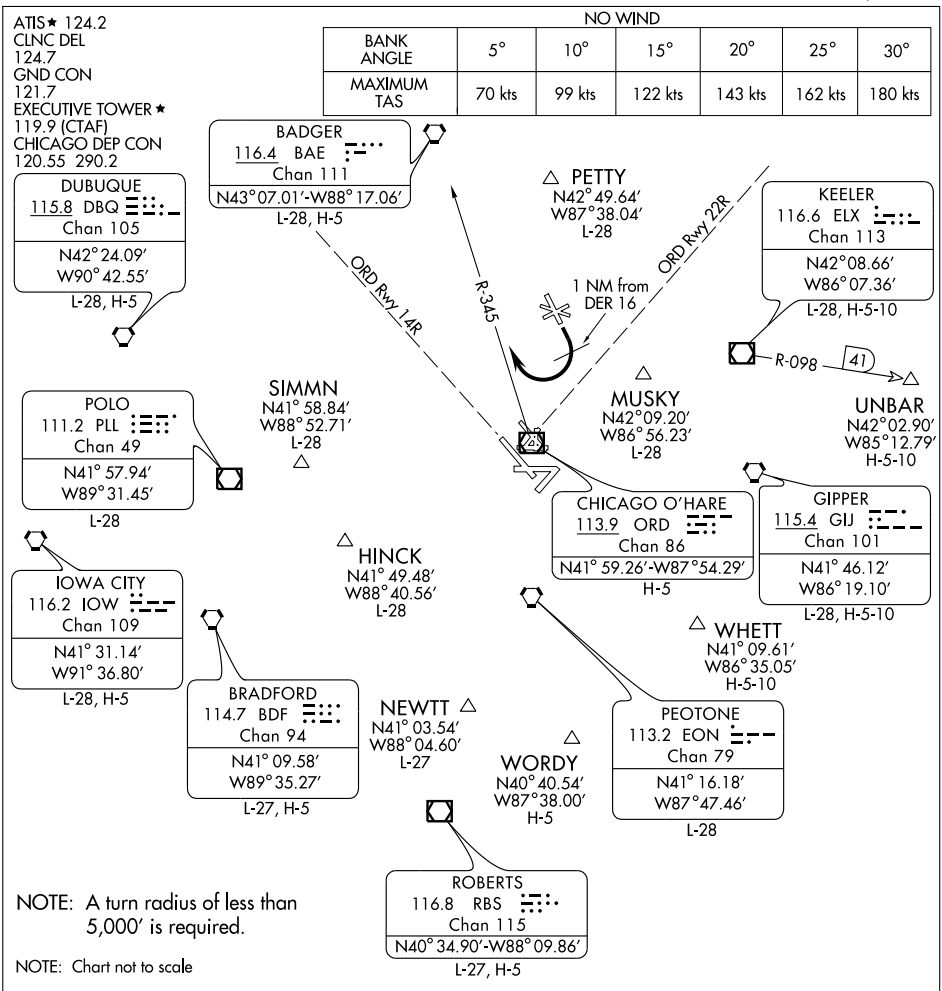
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS <b>124.2</b>	CHICAGO APP CON <b>120.55 290.2</b>	EXECUTIVE TOWER ★ <b>119.9 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.7</b>	UNICOM <b>122.95</b>
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### RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 16		893-¾ 250 (300-¾)		
S-LOC 16	1140-1 497 (500-1)		1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)



▼

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

APP CRS  
**161°**

Rwy Ldg **5000**  
TDZE **643**  
Apt Elev **647**

# RNAV (GPS) RWY 16

CHICAGO EXECUTIVE (PWK)

**▼** If local altimeter setting not received, use Chicago O'Hare  
**▲** Intl altimeter setting and increase all MDAs 40 feet.  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn  
to 2500 direct HIGUH and hold.

ATIS  
**124.2**

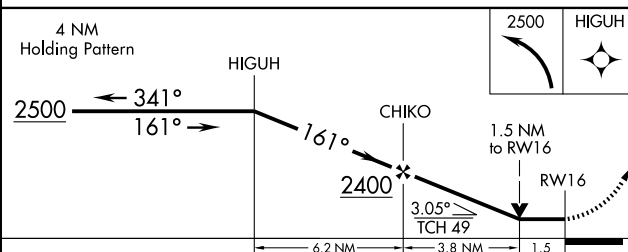
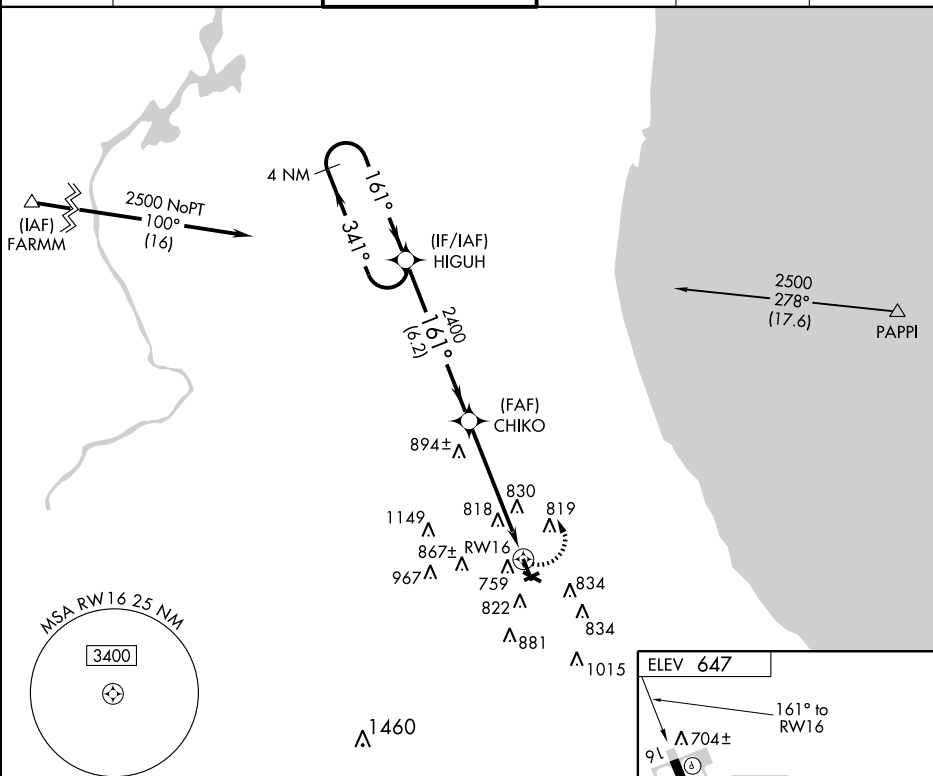
CHICAGO APP CON  
**120.55 290.2**

EXECUTIVE TOWER ★  
**119.9 (CTAF) 0**

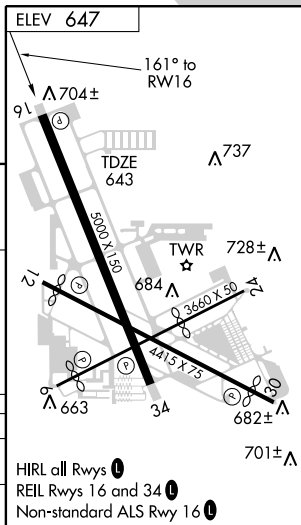
GND CON  
**121.7**

CLNC DEL  
**124.7**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
RNAV MDA	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1160-1¾ 517 (600-1¾)	1160-2 517 (600-2)
CIRCLING	1160-1 513 (600-1)	1160-1½ 513 (600-1½)	1160-1¾ 513 (600-1¾)	1200-2 553 (600-2)



HIRL all Rwy 16  
REIL Rwy 16 and 34  
Non-standard ALS Rwy 16

VOR/DME OBK  
**113.0**  
 Chan **77**

APP CRS  
**164°**

Rwy Idg  
 TDZE **643**  
 Apt Elev **647**

**5000**  
**643**  
**647**

**VOR RWY 16**  
 CHICAGO EXECUTIVE (PWK)



MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS  
**124.2**

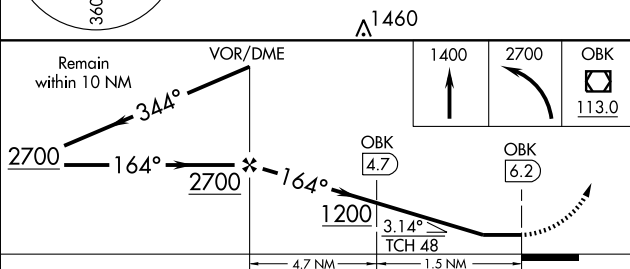
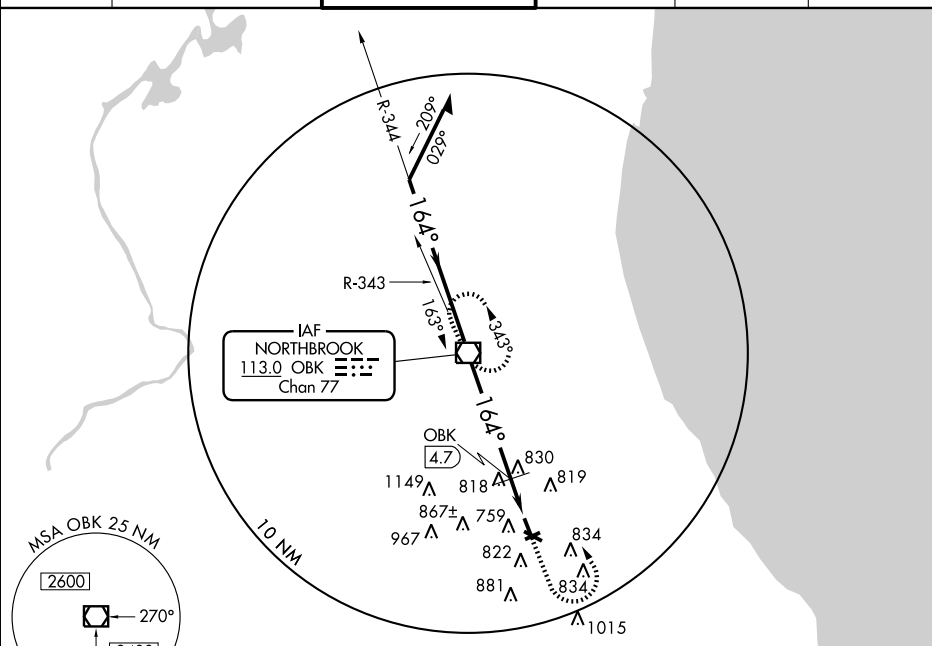
CHICAGO APP CON  
**120.55 290.2**

EXECUTIVE TOWER ★  
**119.9 (CTAF) 0**

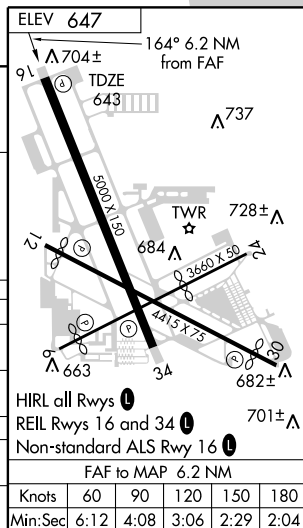
GND CON  
**121.7**

CLNC DEL  
**124.7**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1200-2 553 (600-2)
DME MINIMUMS				
S-16	1080-1	437 (500-1)	1080-1¼ 437 (500-1¼)	1080-1½ 437 (500-1½)
CIRCLING	1140-1	493 (500-1)	1140-1½ 493 (500-1½)	1200-2 553 (600-2)



**CHICAGO/ROCKFORD INTL** (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'

742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks

CHICAGO

H-5D, L-28H

IAP, AD

NOTAM FILE RFD

RWY 07-25: H1000X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.

0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.

RWY 01-19: H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,  
2D/2D2-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.

RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

Lower GA 3.0° TCH 50'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-8199 TODA-8199 ASDA-8199 LDA-8199

RWY 19: TORA-8199 TODA-8199 ASDA-8099 LDA-8099

**AIRPORT REMARKS:** Attended continuously. Birds and Deer on and invof

arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

**WEATHER DATA SOURCES:** ASOS (815) 399-0627.**COMMUNICATIONS:** ATIS 127.6 UNICOM 122.95

ROCKFORD RCO 122.65 (KANKAKEE RADIO)

R ROCKFORD APP/DEP CON 126.0 (West) 121.0 (East)

ROCKFORD TOWER 118.3 CLNC DEL 119.25 GND CON 121.9

TRSA svc etc APP CON.

**RADIO AIDS TO NAVIGATION:** NZTAM FILE RFD.

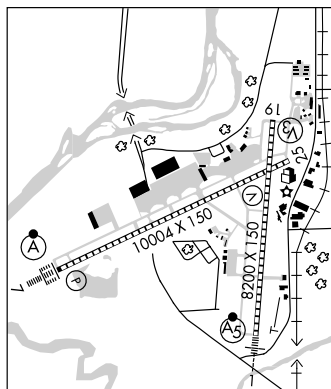
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.

GILMY NDB (LOM) 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.

ILS/DME 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.

ILS 109.55 I-UDY Rwy 07. Class IIIE.

ASR

**CHICAGO/ROMEORVILLE****LEWIS UNIVERSITY** (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

RWY 02-20: H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40'.

RWY 09-27: H5696X75 (ASPH-PFC) MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld displcd 196'. Tree.

**AIRPORT REMARKS:** Attended 1300-0300Z. Twy A clsd indef. N parking

ramp clsd to all multi engine acft. Birds on and invof arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset

on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy

02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy

09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (815) 588-4802.**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).

R CHICAGO APP/DEP CON 119.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.

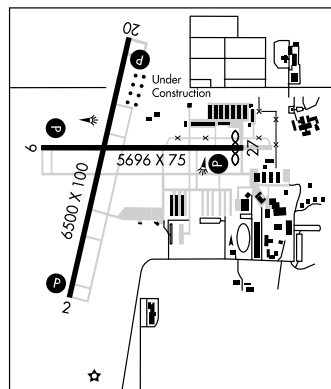
ILS/DME 108.55 I-JQH Chan 22Y Rwy 02. LOC only.

CHICAGO

COPTER

H-5E, L-28H, A

IAP



LOC/DME I-LOT  
**111.95**  
Chan **56(Y)**

APP CRS  
**090°**

Rwy Idg  
TDZE  
Apt Elev

**5696**  
**673**  
**679**

**LOC/DME RWY 9**  
CHICAGO/LEWIS UNIVERSITY (LOT)

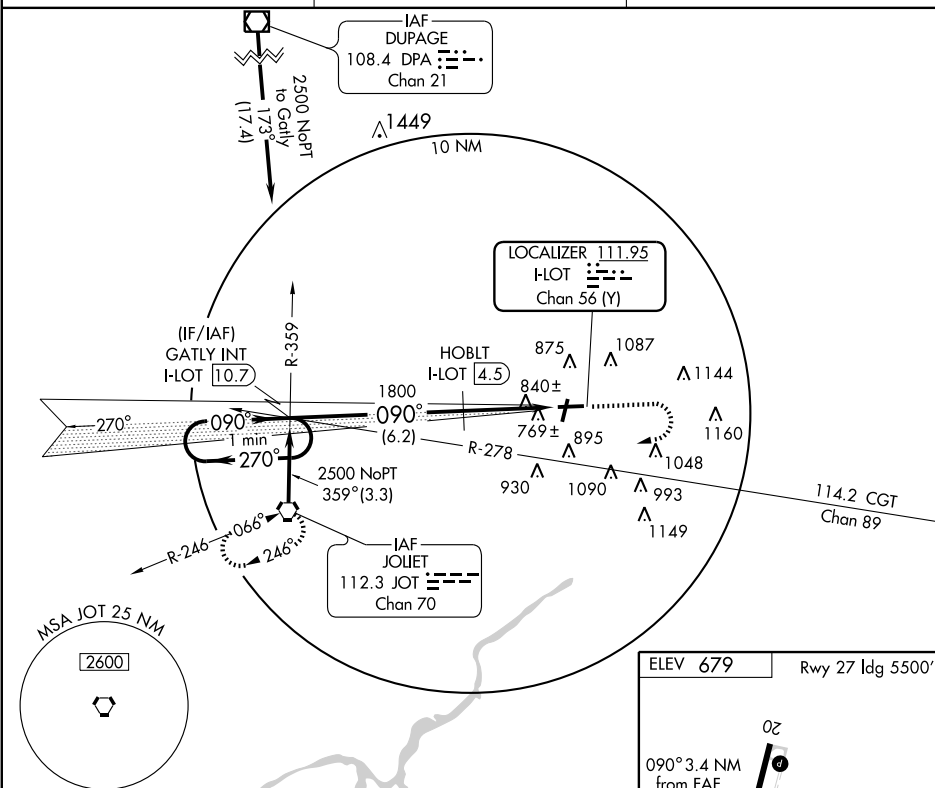
▼ If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.  
▲ NA VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

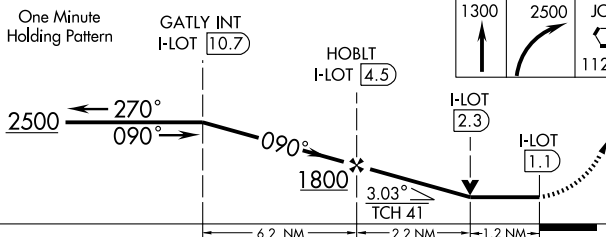
AWOS-3  
**118.525**

CHICAGO APP CON  
**119.35 388.0**

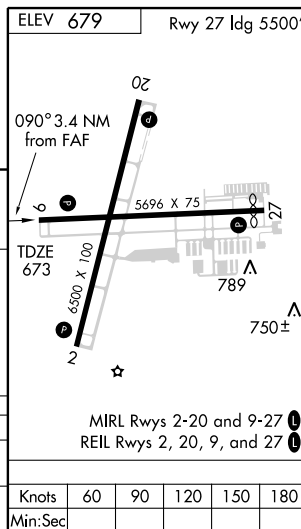
UNICOM  
**122.8 (CTAF)**



One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)		1100-1½ 427 (500-1½)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)







WAAS Ch <b>93520</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>679</b> <b>679</b>
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# RNAV (GPS) RWY 2

CHICAGO/ LEWIS UNIVERSITY (LOT)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV Cat C and D and circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

AWOS-3  
**118.525**

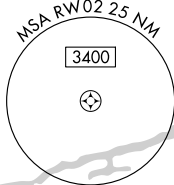
CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at JOT VORTAC on V8 Westbound.

JOLIET  
JOT

2300  
138°  
(10.4)



ALASE

BOJAK

875

1087

1144

1160

769±

930

895

1090

1048

993

1149

1330

△

(FAF)  
JIMMO

2300

016°

(6.1)

(IF/IAF)  
CAMLI

2300

016°

196°

4 NM

Procedure NA for arrivals at EON VORTAC on V156 Eastbound.

(IAF)  
PEOTONE  
EON

ELEV 679

4 NM  
Holding Pattern

CAMLI

JIMMO

2300

2500

ALASE

BOJAK

116°  
tr

2300 ← 196° → 016° → 2300

GS 3.00°

TCH 37

2300

196°

016°

2300

6.1 NM

3.2 NM

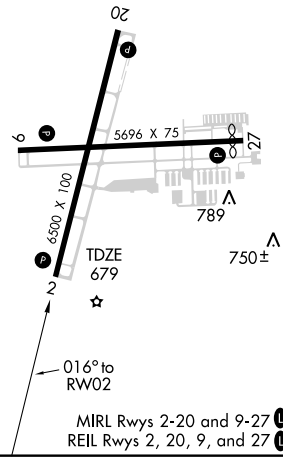
1.7 NM

\* 1.7 NM to RW02

\* LNAV Only.

RW02

CATEGORY	A	B	C	D
LPV DA	879-¾ 200 (200-¾)			
LNAV/VNAV DA	1256-2 577 (600-2)			
LNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)



WAAS CH <b>72604</b> <b>W09A</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>5696</b> <b>673</b> <b>679</b>
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# RNAV (GPS) RWY 9

CHICAGO/ LEWIS UNIVERSITY (LOT)



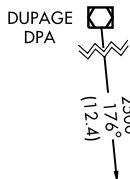
Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

**MISSED APPROACH:**  
Climb to 2400 direct QAJER and hold.

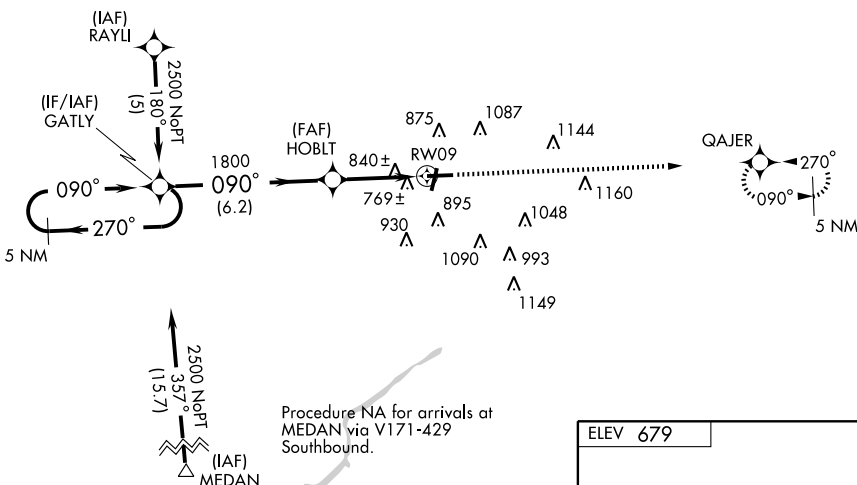
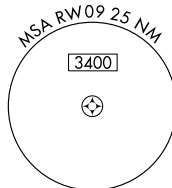
AWOS-3  
**118.525**

CHICAGO APP CON  
**119.35 388.0**

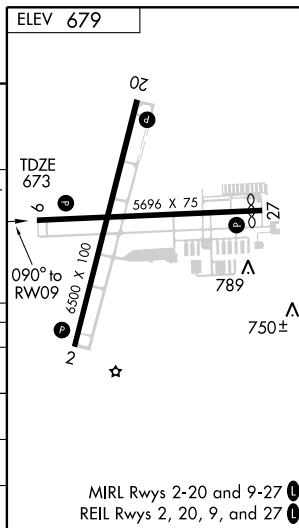
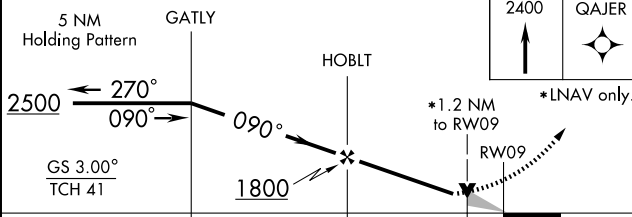
UNICOM  
**122.8 (CTAF) 0**



1449  
△



Procedure NA for arrivals at MEDAN via V171-429 Southbound.



CATEGORY	A	B	C	D
LPV DA	1124-1½		451 (500-1½)	
LNAV/VNAV DA	1153-1¾		480 (500-1¾)	
LNAV MDA	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwy 2-20 and 9-27  
REIL Rwy 2, 20, 9, and 27

APP CRS <b>196°</b>	Rwy Idg <b>6500</b>
	TDZE <b>668</b>
	Apt Elev <b>679</b>

# RNAV (GPS) RWY 20

CHICAGO/ LEWIS UNIVERSITY (LOT)

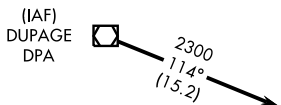
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

AWOS-3  
**118.525**

CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.8 (CTAF) 0**



△ 1449

(IF) BEPKE

(FAF) JESUB

875

922

895

769±

930

1087

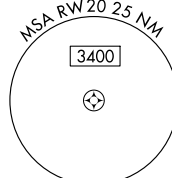
1144

1160

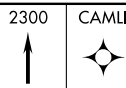
1048

993

1149



MISSED APCH FIX



1.6 NM to RW20

RW20

±1.6 NM

3.3 NM

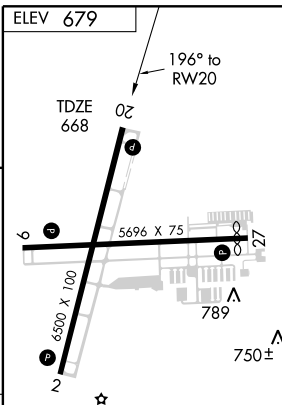
6.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1240-1 572 (600-1)	1240-1½ 572 (600-1½)	1240-1¾ 572 (600-1¾)	1240-2 572 (600-2)
CIRCLING	1260-1 581 (600-1)	1260-1½ 581 (600-1½)	1260-2 581 (600-2)	1260-2½ 581 (600-2½)

BEPKE

2300

Procedure Turn NA



MIRL Rwy 2-20 and 9-27  
REIL Rwy 2, 20, 9, and 27

WAAS CH <b>78004</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>668</b> <b>679</b>
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# RNAV (GPS) RWY 27

CHICAGO/ LEWIS UNIVERSITY (LOT)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase Cat C circling visibility ¼ mile.

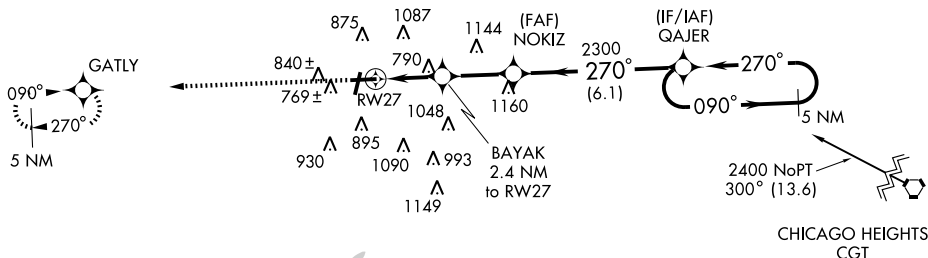
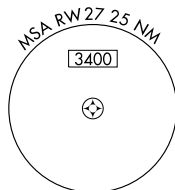
**MISSED APPROACH:** Climb to 2500 direct GATLY and hold.

AWOS-3  
**118.525**

CHICAGO APP CON  
**119.35 388.0**

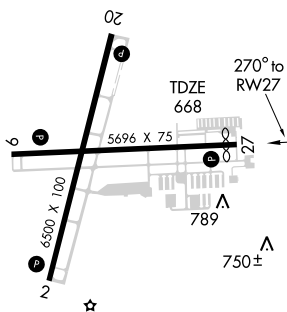
UNICOM  
**122.8 (CTAF) ①**

1449  
△



ELEV 679

Procedure NA for arrivals at CGT VORTAC on airway radials 272 CW 356.



MIRL Rwy 2-20 and 9-27 ①  
REIL Rwy 2, 20, 9, and 27 ①

2500

↑

GATLY

✦

\* LNAV Only.

BAYAK

2.4 NM to RW27

RW27

1460\*

NOKIZ

2300

QAJER

5 NM Holding Pattern

090° → 2400

← 270°

GS 3.00°

TCH 35

2.4

2.6

6.1 NM

CATEGORY	A	B	C	D
LPV DA	934-1 266 (300-1)			
LNAV MDA	1120-1	452 (500-1)	1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

CHICAGO/ROMEOVILLE, ILLINOIS

Orig-A 29JUL10

41° 36'N-88° 06'W

CHICAGO/ LEWIS UNIVERSITY (LOT)

# RNAV (GPS) RWY 27

VORTAC JOT <b>112.3</b> Chan 70	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev <b>5696</b> <b>673</b> <b>679</b>
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**VOR RWY 9**

CHICAGO/ LEWIS UNIVERSITY (LOT)

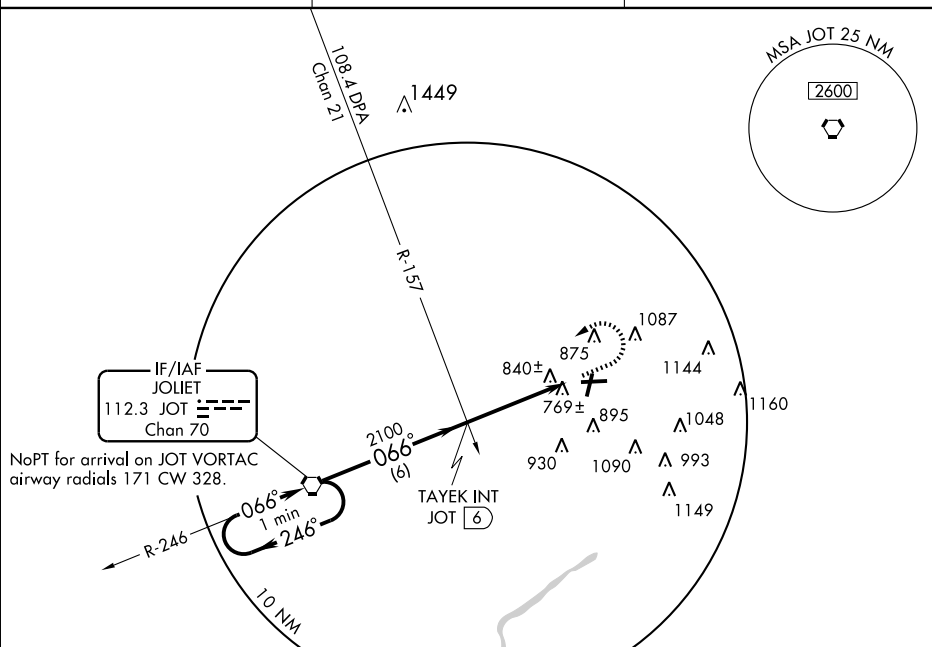
**V** If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.  
**A** VDP NA when using Joliet Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2400 direct JOT VORTAC and hold.

AWOS-3  
**118.525**

CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.8 (CTAF)**



One Minute  
Holding Pattern

VORTAC

2400

246°  
066°

066°

2100

TAYEK INT  
JOT 6

3.02°  
TCH 41

1200

2400

JOT

112.3

JOT 9.1

JOT 10.3

JOT 10.3

JOT 10.3

066° 4.3 NM  
from FAF

TDZE  
673

569° X 75

6500 X 100

789

750±

MIRL Rwy 2-20 and 9-27

REIL Rwy 2, 20, 9, and 27

FAF to MAP 4.3 NM

Knots

Min:Sec

CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)		1100-1½ 427 (500-1½)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

10210

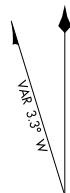
## AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/ WAUKEGAN RGNL (UGN)

CHICAGO/ WAUKEGAN, ILLINOIS

ATIS  
132.4  
WAUKEGAN TOWER ★  
120.05 380.15  
GND CON  
121.65

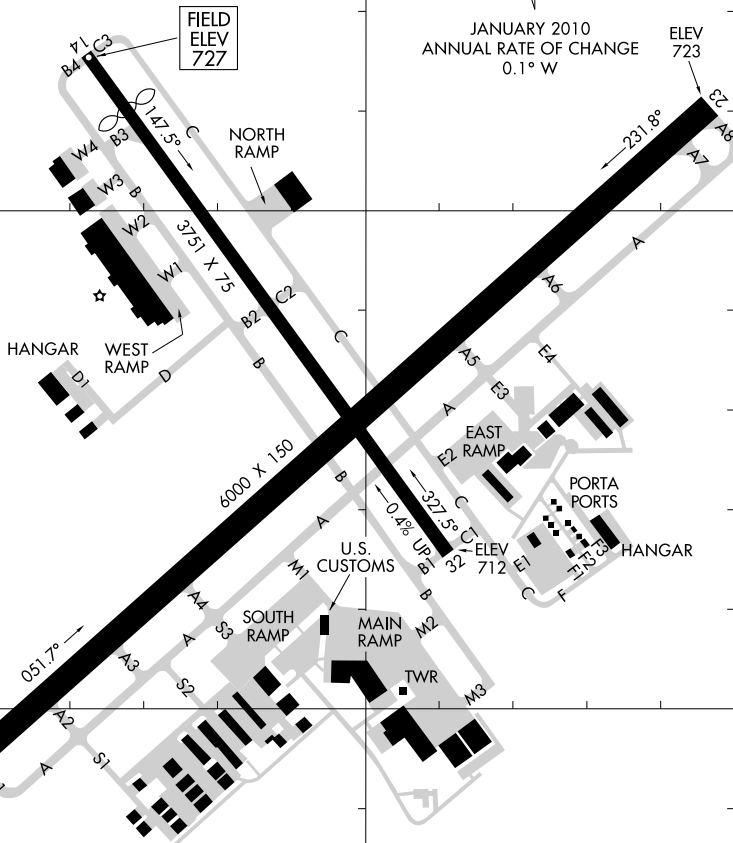
FIELD  
ELEV  
727

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
723

42° 25.5'N

EC-3, 26 AUG 2010 to 23 SEP 2010



42° 25.0'N

ELEV  
725

RWY 05-23  
S-95, D-120, 2S-152, 2D-200  
RWY 14-32  
S-16, D-23

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

87° 52.5'W

87° 52.0'W

87° 51.5'W

EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

10210

CHICAGO/ WAUKEGAN, ILLINOIS  
CHICAGO/ WAUKEGAN RGNL (UGN)

**CHICAGO/WAUKEGAN****WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'**CHICAGO**727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A IAP, AD**RWY 05-23:** H6000X150 (ASPH-PFC) S-95, D-120, 2S-152, 2D-200 HIRL**RWY 05:** VASI(V4L)—GA 3.0° TCH 37'. Road.**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.**RWY 14-32:** H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW**RWY 14:** VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Attended continuously. Birds on and in/ov arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgts—CTAF. A110-02

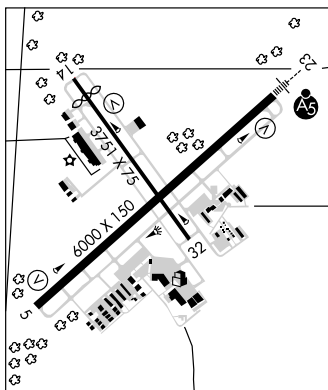
ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

**WEATHER DATA SOURCES:** ASOS (847) 782-0876.**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55**TOWER** 120.05 (1200-0200Z±) **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0200Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VOR/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.**ILS** 110.7 I-UGN Rwy 23. **LOM WAUKE NDB.** LOC only.**CHICAGO (WEST CHICAGO)****DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'**CHICAGO**759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA**COPTER****RWY 02L-20R:** H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL**H-5E, L-28H, A****RWY 02L:** MALSR. TDZL.**IAP, AD****RWY 20R:** PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 02R-20L:** H5101X100(CONC-GVRD) S-30, D-45 MIRL**RWY 02R:** Bldg. Rgt tfc.**RWY 10-28:** H4750X75 (ASPH-PFC) S-30, D-45 HIRL**RWY 10:** LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 15-33:** H3399X100 (ASPH) S-30, D-45, 2D-100 MIRL**RWY 15:** REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.**RWY 33:** REIL. Thld dsplcd 190'. Tree.**AIRPORT REMARKS:** Attended continuously. Deer, birds and migratory waterfowl on and in/ov arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRs.**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

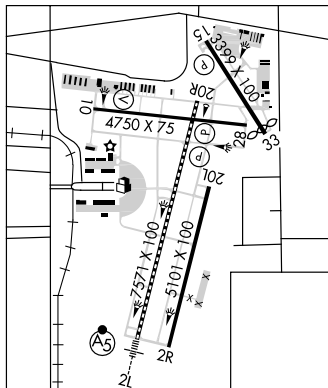
RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5**TOWER** 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**(L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°-310° byd 35 NM

DME unusable 290°-340° byd 35 NM

**ILS** 111.7 I-GVK Rwy 02L.**ILS** 109.5 I-DPA Rwy 10.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.**ST LOUIS****NDB (MHW)** 263 CVM at St Louis Rgnl.**A****COLES CO MEML** (See MATTOON-CHARLESTON)

LOC I-UGN	APP CRS	Rwy Idg	<b>6000</b>
<b><u>110.7</u></b>	<b>231°</b>	TDZE	<b>723</b>
		Apt Elev	<b>727</b>

ILS RWY 23  
CHICAGO/WAUKEGAN RGNL (UGN)



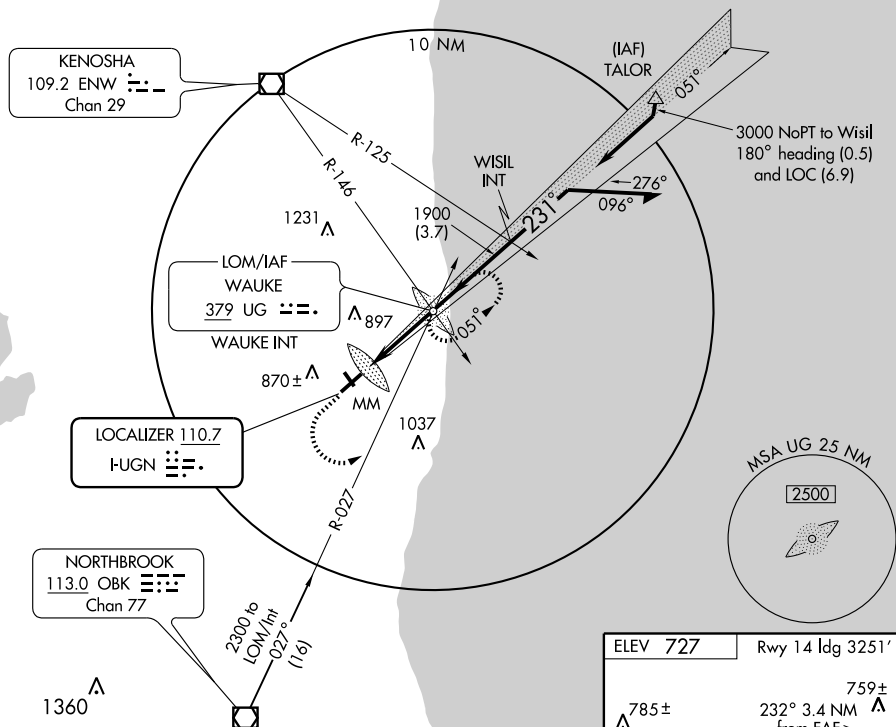
**MISSED APPROACH:** Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.


ATIS  
132.4

CHICAGO APP CON  
120.55 290.2

WAUKEGAN TOWER ★  
120.05 (CTAF) 380.15

GND CON  
**121.65**

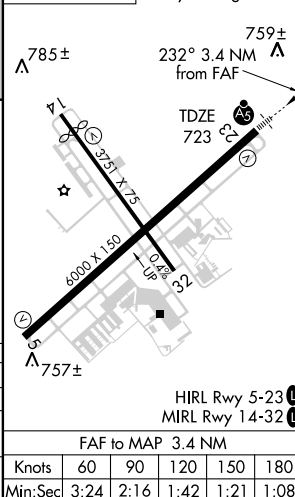
UNICOM  
122.95

1600 ↑	2300 ↖ OBK R-027 113.0	UG  <u>379</u>
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[illegible]

CATEGORY	A	B	C	D
S-ILS 23	923-1/2 200 (200-1/2)			
S-LOC 23	1140-1/2 417 (500-1/2)			1140-3/4 417 (500-3/4)
CIRCLING	1180-1	453 (500-1)	1180-1 1/2 453 (500-1 1/2)	1280-2 553 (600-2)

ELEV 727	Rwy 14 ldg 3251'
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CHICAGO/WAUKEGAN, ILLINOIS  
Amdt 4 08157

42° 25' N-87° 52' W

CHICAGO/WAUKEGAN RGNL (UGN)  
ILG BMM 22

# ILS RWY 23

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



WAAS CH <b>81812</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>725</b> <b>727</b>
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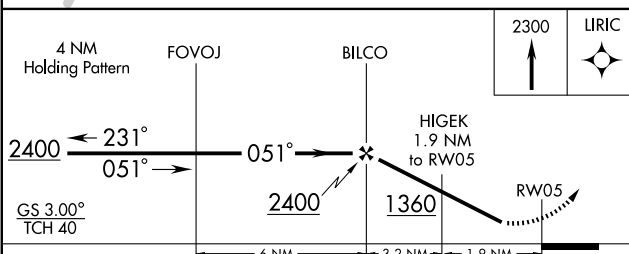
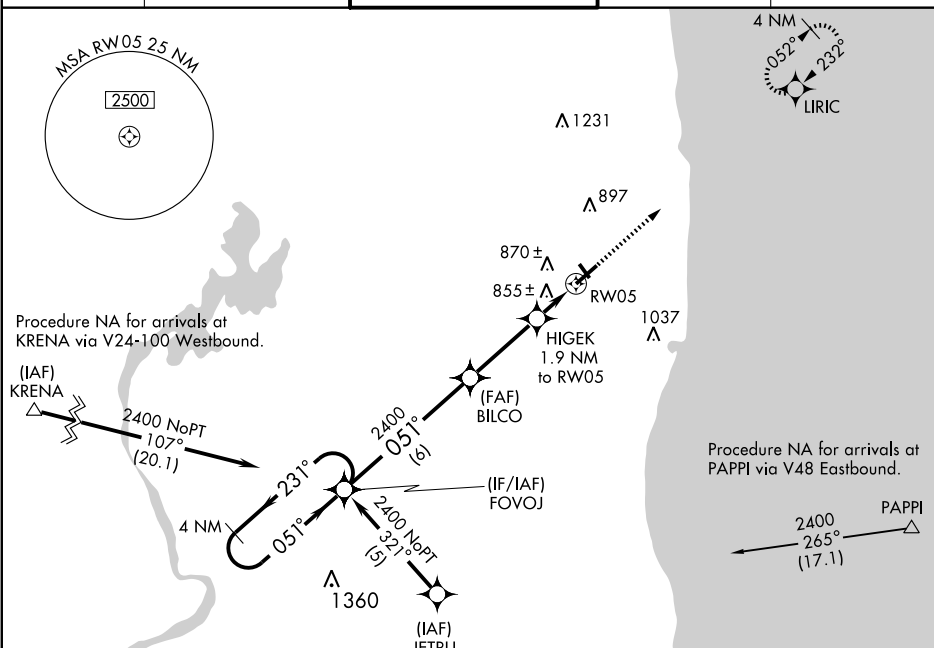
# RNAV (GPS) RWY 5

## CHICAGO/WAUKEGAN RGNL (UGN)

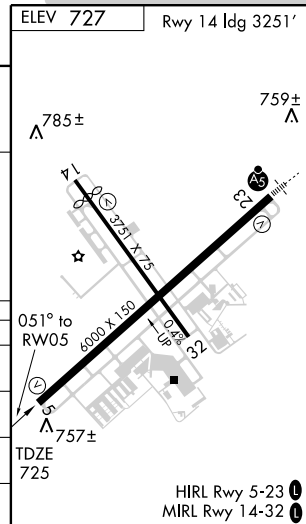
**▼** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.  
Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to  
2300 direct LIRIC and hold.

ATIS <b>132.4</b>	CHICAGO APP CON <b>120.55 290.2</b>	WAUKEGAN TOWER ★ <b>120.05 (CTAF) 380.15</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	990-1 265 (300-1)			
LNAV/VNAV DA	1140-1½ 415 (500-1½)			
LNAV MDA	1120-1	395 (400-1)	1120-1¼	395 (400-1¼)
CIRCLING	1180-1½	453 (500-1½)	1280-2	553 (600-2)



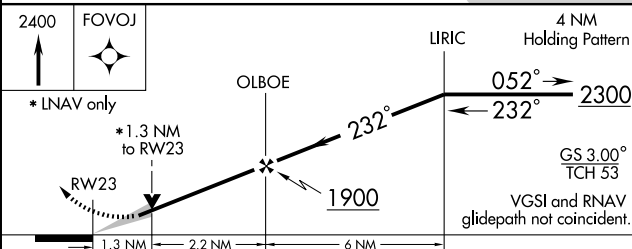
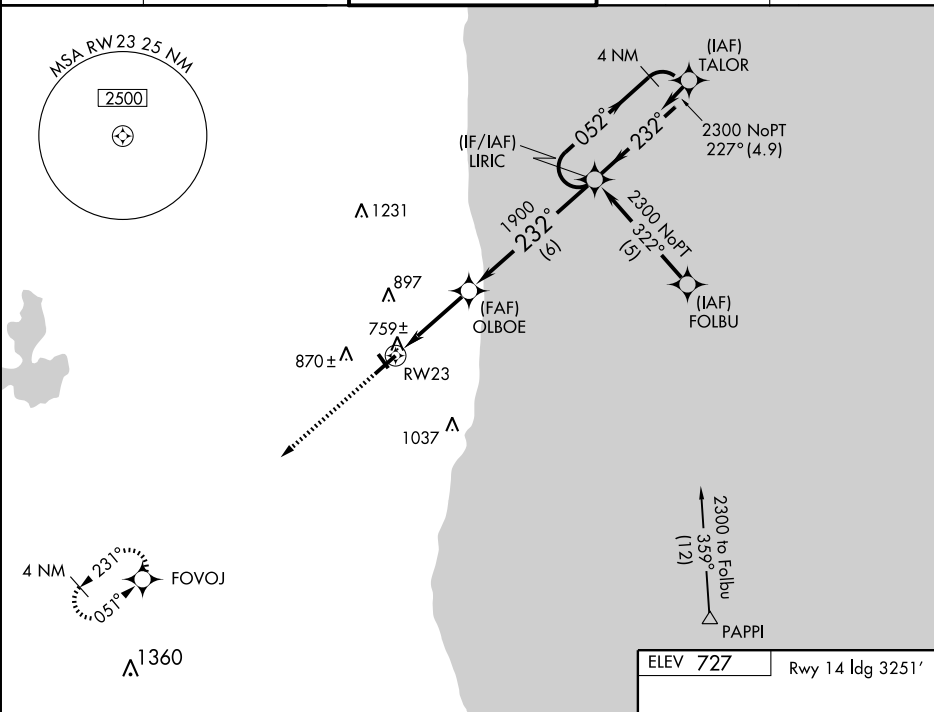
WAAS CH <b>86211</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev <b>727</b>	<b>6000</b> <b>723</b> <b>727</b>
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# RNAV (GPS) RWY 23

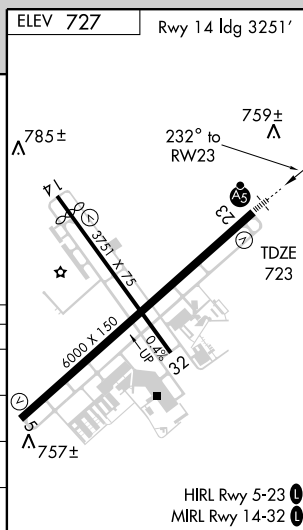
## CHICAGO/WAUKEGAN RGNL (UGN)

<b>▼</b> DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4°F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to 3/4 all Cats., and increase LNAV/VNAV Cat. D visibility to 1.	<b>MALSR</b> 	MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.
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ATIS <b>132.4</b>	CHICAGO APP CON <b>120.55 290.2</b>	WAUKEGAN TOWER ★ <b>120.05 (CTAF) 380.15</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	980-1/2 257 (300-1/2)			
LNAV/VNAV DA	1020-1/2 297 (300-1/2)			1020-3/4 297 (300-3/4)
LNAV MDA	1160-1/2 437 (500-1/2)		1160-3/4 437 (500-3/4)	1160-1 437 (500-1)
CIRCLING	1180-1 453 (500-1)		1180-1/2 453 (500-1/2)	1280-2 553 (600-2)



## VEENA TWO ARRIVAL (VEENA.VEENA2)

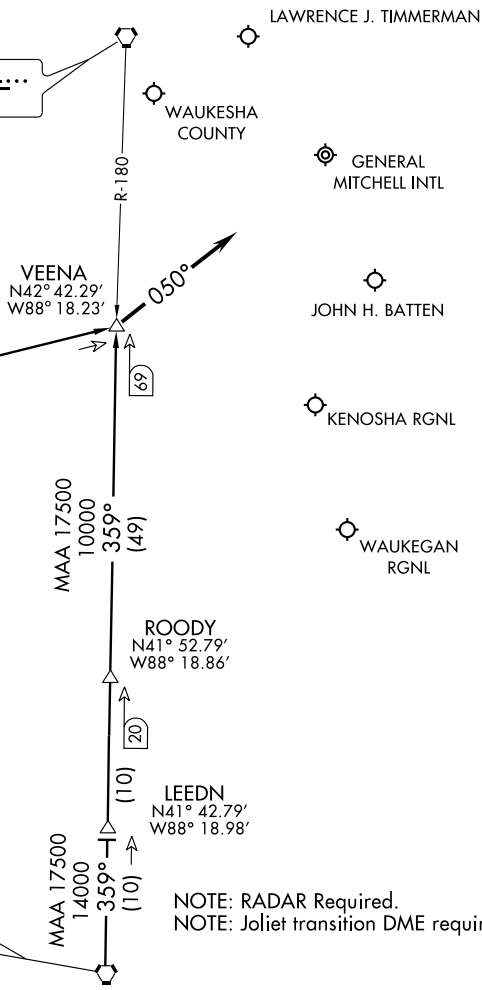
MILWAUKEE, WISCONSIN

MILWAUKEE APP CON  
126.5 307.0  
GENERAL MITCHELL ATIS  
126.4  
TIMMERMAN ATIS  
128.3  
WAUKEGAN ATIS  
132.4  
KENOSHA ATIS  
127.175  
WAUKESHA ATIS  
118.875

BADGER  
116.4 BAE :--  
Chan 111

JANESVILLE  
114.3 JVL :--  
Chan 90  
N42° 33.48' - W89° 06.32'  
L-28

JOLIET  
112.3 JOT :--  
Chan 70  
N41° 32.79' - W88° 19.10'  
L-28, H-5



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . .

. . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

## VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

## COLUMBIA

**SACKMAN FLD** (H49) 2 NW UTC-6(-5DT) N38°27.14' W90°14.16'

ST LOUIS

420 NOTAM FILE STL

**RWY 03-21:** 2450X150 (TURF) LIRL (NSTD)

**RWY 03:** P-line. **RWY 21:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Admin bldg can be accessed by ciper lock which has applicable instructions. P-line marked with orange balls. Rwy 03-21 NSTD LIRL due to uneven spacing and non-frangible mounts. For Rwy lgts key 122.9 3 clicks. Lgts go off after 15 min.

**COMMUNICATIONS:** CTAF 122.9

## COMPTON

**BRESSON** (C82) 4 N UTC-6(-5DT) N41°45.75' W89°06.09'

CHICAGO

769 S4 TPA-1569(800) NOTAM FILE IKK

**RWY 18-36:** 2590X184 (TURF) LIRL (NSTD)

**RWY 18:** Thld dsplcd 292'. Dike. **RWY 36:** Thld dsplcd 320'. Road.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. Arpt clsd winter months when snow covered except for ski equipped acft. For NSTD LIRL Rwy 18-36 call 815-628-7111/7431. Rwy 18 and Rwy 36 dsplcd thld marked with tires. Rwy 18-36 NSTD LIRL due to non-frangible mountings; spacing and ints.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**COTTONWOOD** (See ROCKFORD)

**CUSHING FLD LTD** (See NEWARK)

**DACY** (See HARVARD)

**DANVILLE** N40°17.63' W87°33.43' NOTAM FILE DNV.

CHICAGO

(L) VORTAC 111.0 DNV Chan 47 195° 5.9 NM to Vermilion Rgnl. 700/2E.

H-5E, 4H, L-27D

RCO 122.1R 111.0T (ST LOUIS RADIO)

## DANVILLE

**VERMILION RGNL** (DNV) 4 NE UTC-6(-5DT) N40°11.98' W87°35.73'

CHICAGO

697 B S4 FUEL 100LL, JET A NOTAM FILE DNV

H-5E, L-27D

**RWY 03-21:** H6002X100 (ASPH-PFC) S-50, D-75, 2S-95 HIRL 0.8% up NE

IAP

**RWY 03:** VASI(V4L)—GA 3.0° TCH 41'. Tree.

**RWY 21:** MALSR. PAPI(P4L).

**RWY 16-34:** H3999X100 (ASPH-GRVD) S-40, D-50 MIRL  
0.6% up N

**RWY 16:** REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

**RWY 34:** REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

**AIRPORT REMARKS:** Attended 1300-0400Z±. HIRL Rwy 03-21 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 21, MIRL Rwy 16-34, VASI Rwy 03, Rwy 16 and Rwy 34, PAPI Rwy 21, REIL Rwys 16 and 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (217) 442-4660.

**COMMUNICATIONS:** CTAF/UNICOM 122.7.

DANVILLE RCO 122.1R 111.0T (ST LOUIS RADIO)

® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)

CHICAGO CENTER APP/DEP CON 135.75 (0500-1200Z±)

CHAMPAIGN CLNC DEL 121.7

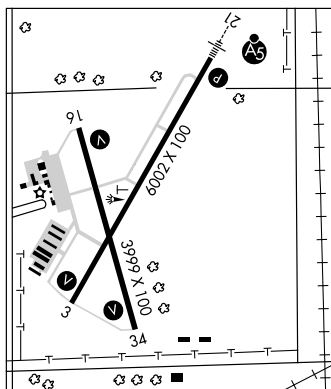
**AIRSPACE:** CLASS E svc 1200-1800Z± and 0200-0400Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DNV.

DANVILLE (L) VORTAC 111.0 DNV Chan 47 N40°17.63' W87°33.43' 195° 5.9 NM to fld. 700/2E.

JULIP NDB (LOM) 332 DN N40°17.37' W87°31.78' 209° 6.2 NM to fld.

ILS 108.5 I-DNV Rwy 21. LOM JULIP NDB. Unmonitored.



LOC I-DNV	APP CRS	Rwy Idg	<b>6002</b>
<b><u>108.5</u></b>	<b>209°</b>	TDZE	<b>697</b>
		Apt Elev	<b>697</b>

ILS or LOC RWY 21  
DANVILLE/VERMILION RGNL (DNV)

**T** If local altimeter not received, use University of Illinois-  
**A** Willard altimeter setting, and increase all DAs/MDAs  
100 feet.

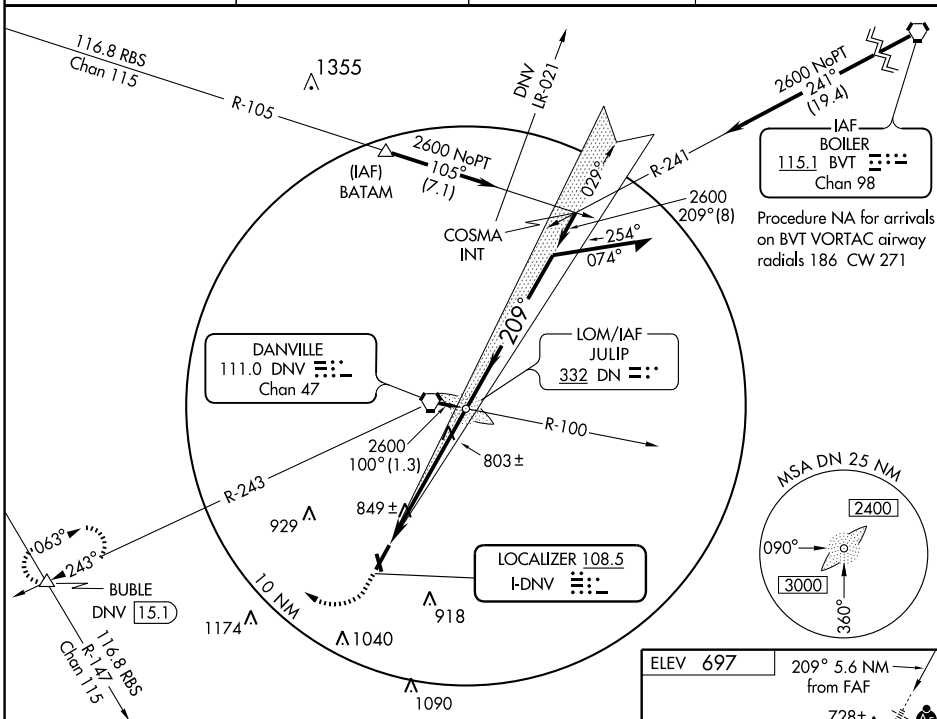
MALSR

**MISSED APPROACH:** Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE Int and hold.

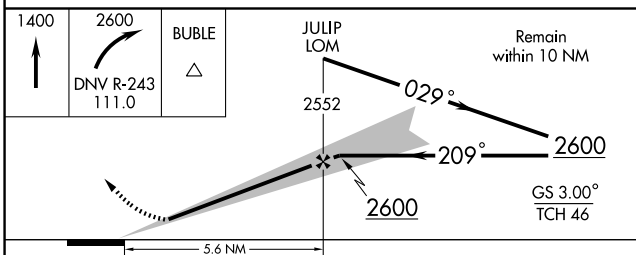
AWOS-3  
**119.275**

CHAMPAIGN APP CON ★  
121.35 291.0

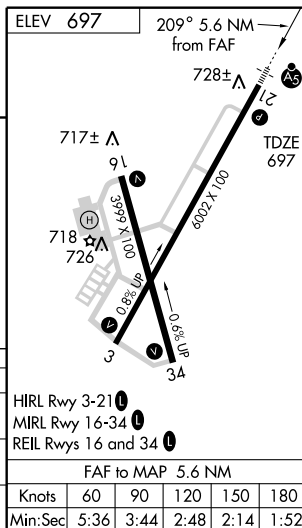
CLNC DEL  
**121.7**

UNICOM  
122.7 (CTAF) **L**

EC-3. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 21	897- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 21	1060- $\frac{1}{2}$ 363 (400- $\frac{1}{2}$ )			1060- $\frac{3}{4}$ 363 (400- $\frac{3}{4}$ )
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$ )	1260-2 563 (600-2)



DANVILLE, ILLINOIS  
Amdt 7 09183

40°12' N-87°36' W

DANVILLE/VERMILION RGNL (DNV)  
ILS - LOC RWY 21

ILS or LOC RWY 21

APP CRS	Rwy Idg	<b>6002</b>
<b>030°</b>	TDZE	<b>674</b>
	Apt Elev	<b>697</b>

# RNAV (GPS) RWY 3

DANVILLE/VERMILION RGNL (DNV)

**⚠** If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

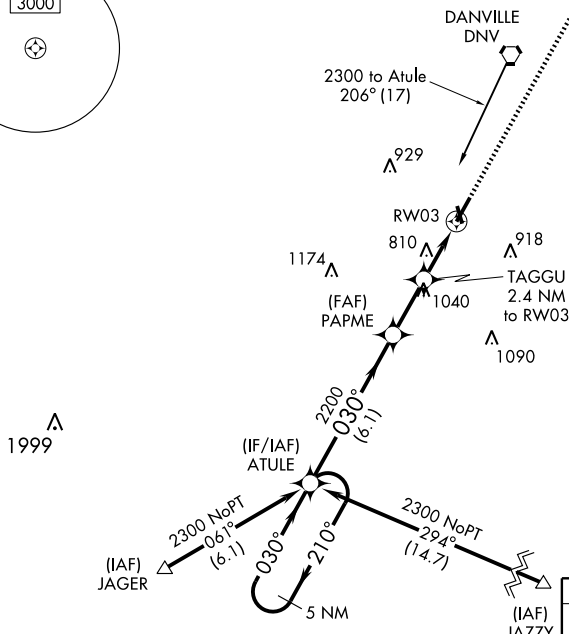
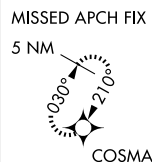
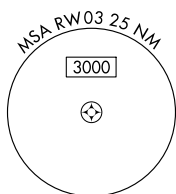
MISSED APPROACH: Climb to 2600 direct COSMA and hold.

AWOS-3  
**119.275**

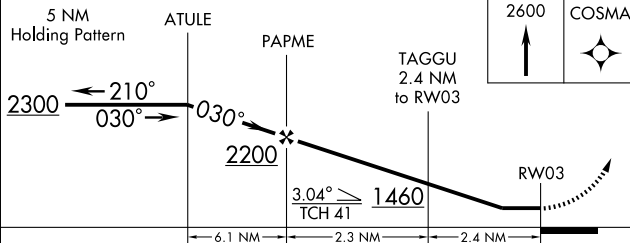
CHAMPAIGN APP CON ★  
**121.35 291.0**

CLNC DEL  
**121.7**

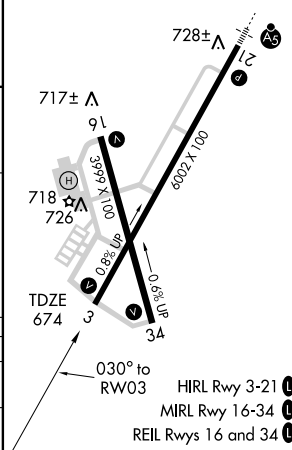
UNICOM  
**122.7 (CTAF) 0**



ELEV 697



CATEGORY	A	B	C	D
LNAV MDA	1120-1	446 (500-1)	1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)



WAAS CH <b>58004</b> <b>W21A</b>	APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>697</b> <b>697</b>
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# RNAV (GPS) RWY 21

DANVILLE/VERMILION RGNL (DNV)

▼ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2300 direct ATULE and hold.

AWOS-3

**119.275**

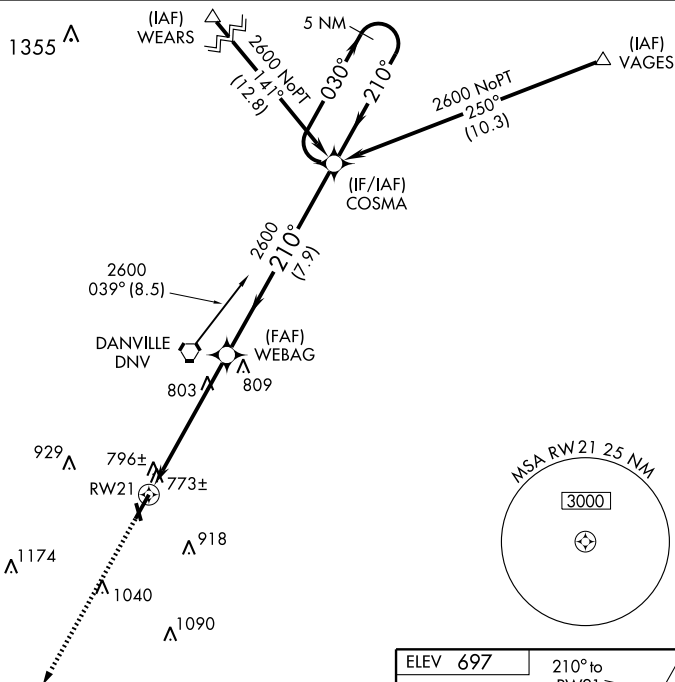
CHAMPAIGN APP CON ★

**121.35 291.0**

CLNC DEL

**121.7**

UNICOM

**122.7 (CTAF) 1**

MISSED APCH FIX

ATULE



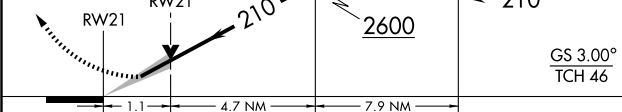
2300

ATULE



\*LNAV Only

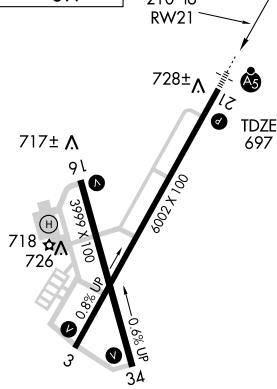
\*1.1 NM to RW21



CATEGORY	A	B	C	D
LPV DA	990-½	293 (300-½)		
LNAV/VNAV DA	1069-¾	372 (400-¾)		
LNAV MDA	1080-½	383 (400-½)	1080-1	383 (400-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

ELEV 697

210° to RW21



HIRL Rwy 3-21 1

MIRL Rwy 16-34 1

REIL Rwy 16 and 34 1

APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev	<b>3999</b> <b>667</b> <b>697</b>
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# RNAV (GPS) RWY 34

DANVILLE/VERMILION RGNL (DNV)

**▼** If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

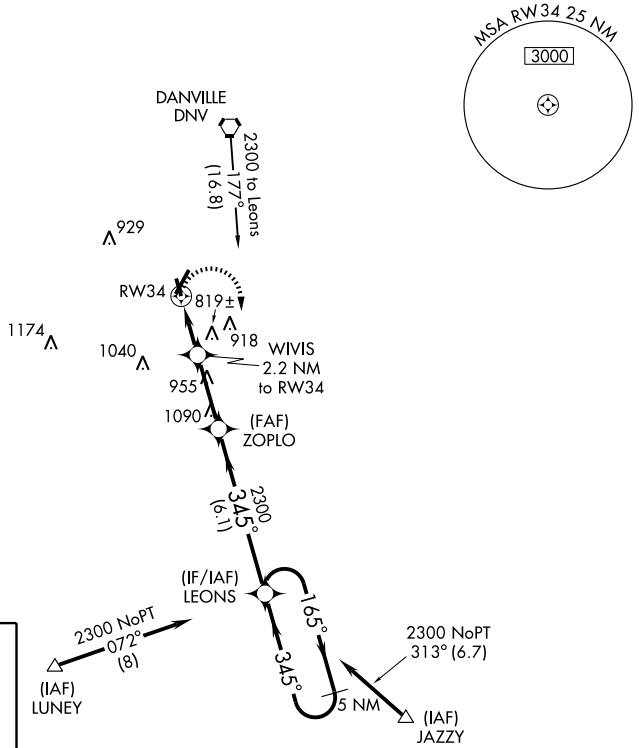
MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

AWOS-3  
**119.275**

CHAMPAIGN APP CON ★  
**121.35 291.0**

CLNC DEL  
**121.7**

UNICOM  
**122.7 (CTAF) 0**

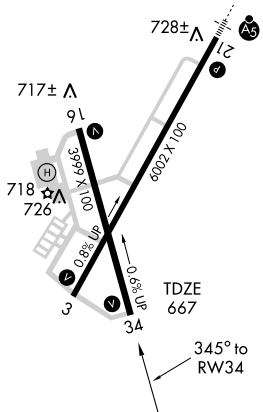


ELEV 697

HIRL Rwy 3-21 0

MIRL Rwy 16-34 0

REIL Rws 16 and 34 0



2300 LEONS		ZOPLO		LEONS 5 NM Holding Pattern	
WIVIS 2.2 NM to RW34		ZOPLO		LEONS	
RW34		1400		165° → 2300	
≤ 3.05° TCH 40		345°		← 345° 2300	
2.2 NM		2.8 NM		6.1 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1080-1	413 (400-1)	1080-1¼	413 (400-1¼)	
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)	



VORTAC DNV  
111.0  
Chan 47

APP CRS  
016°

Rwy Idg	<b>6002</b>
TDZE	<b>674</b>
Apt Elev	<b>697</b>

VOR/DME RWY 3  
DANVILLE/VERMILION RGNL (DNV)

**T** If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.

**A** Visibility reduction by helicopters NA.

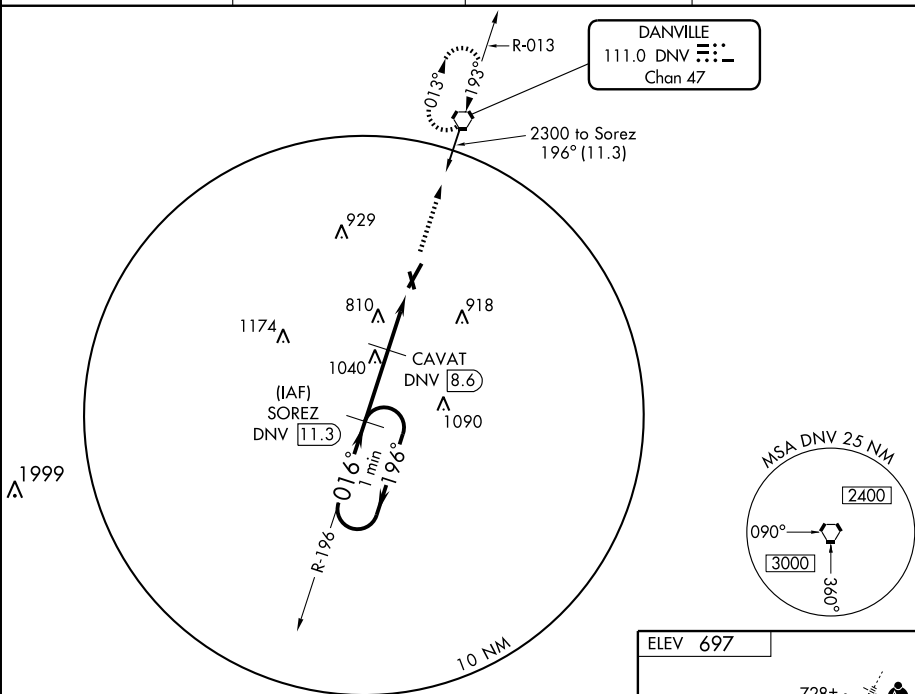
MISSED APPROACH: Climb to 2300  
direct DNV VORTAC and hold.

AWOS-3  
119,275

CHAMPAIGN APP CON ★  
121.35 291.0

CLNC DEL  
**121.7**

UNICOM  
122.7 (CTAF) **L**



## One Minute Holding Pattern

SOREZ  
DNV 11.3

CAVAT  
DNV 8.6

2300

DNV

$$\frac{2300}{016^\circ} \xleftarrow{196^\circ}$$

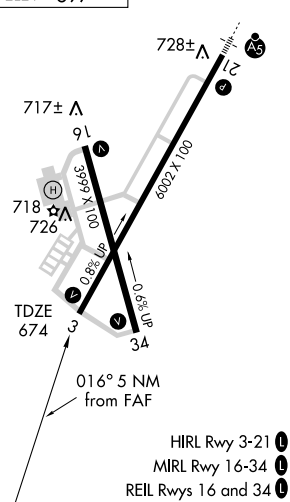
1 440

DNV  
6.3

2.3 nm

CATEGORY	A	B	C	D
S-3	1120-1	446 (500-1)	1120-1¼ 446 (500-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

ELEV 697



DANVILLE, ILLINOIS  
Amdt 12 09183

40° 12' N-87° 36' W

DANVILLE/VERMILION RGNL (DNV)  
VOR/DME RWY 3

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC DNV  
**111.0**  
 Chan **47**

APP CRS  
**193°**

Rwy Idg **6002**  
 TDZE **697**  
 Apt Elev **697**

# VOR RWY 21

DANVILLE/VERMILION RGNL (DNV)



If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. VDP NA when using University of Illinois-Willard altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-21 Cats A and B visibility to 1, and Cat D visibility to 1/4.

MALSR



MISSED APPROACH:  
 Climbing right turn to 2400  
 direct DNV VORTAC and hold.

AWOS-3  
**119.275**

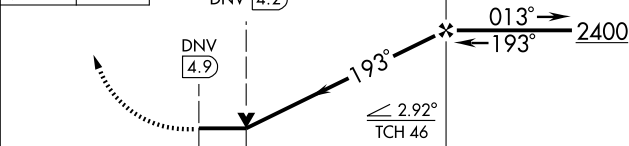
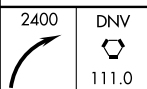
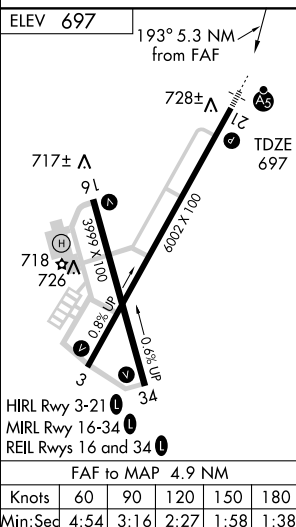
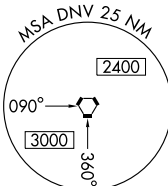
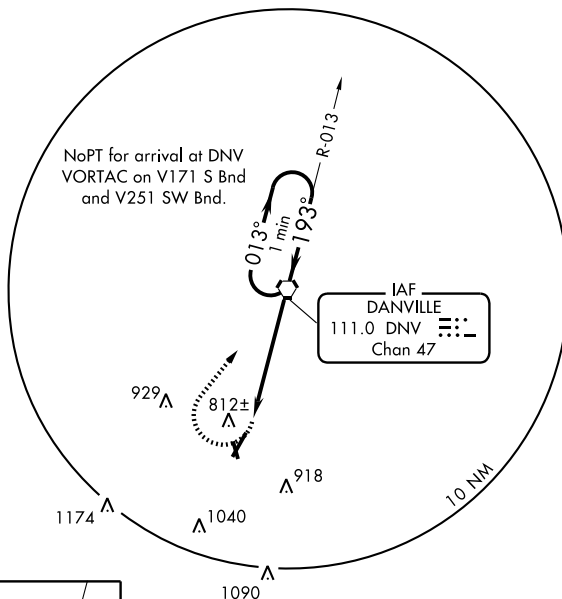
CHAMPAIGN APP CON ★  
**121.35 291.0**

CLNC DEL  
**121.7**

UNICOM  
**122.7 (CTAF) 0**

1355  $\Delta$

NoPT for arrival at DNV  
 VORTAC on V171 S Bnd  
 and V251 SW Bnd.



CATEGORY	A	B	C	D
S-21	1100-3/4 403 (500-3/4)			1100-1 403 (500-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 1/2 463 (500-1 1/2)	1260-2 563 (600-2)

**DE KALB TAYLOR MUNI** (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 21'. Tree.

**AIRPORT REMARKS:** Attended Nov-Mar 1330-2300Z, Apr-Oct 1330-0000Z. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at

fld. NOTAM FILE DKB.

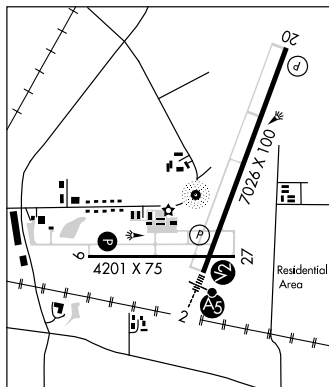
ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

**COMM/NAV/WEATHER REMARKS:** GCO OTS indef.

CHICAGO

H-5E, L-28H

IAP

**DIXON MUNI-CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

785 B S4 FUEL 100LL, JET A TPA-1585(800) NOTAM FILE IKK

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack. RWY 30: Railroad.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

① ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

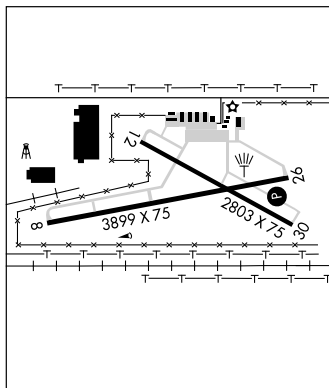
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

CHICAGO

L-28H

IAP



LOC/DME I-DJK <b>109.95</b> Chan <b>36</b> (Y)	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev <b>914</b>	<b>7026</b> <b>913</b> <b>914</b>
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# ILS or LOC RWY 2

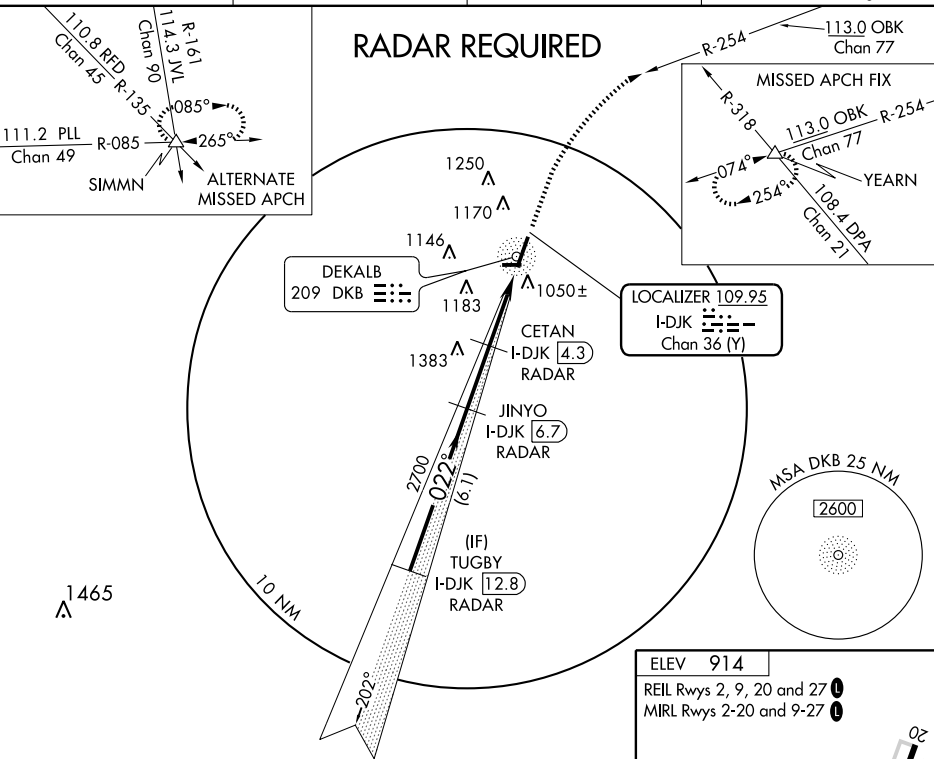
## DE KALB TAYLOR MUNI (DKB)

**▼** DME or RADAR Required. VDP NA when using Aurora altimeter setting.  
**▲** When local altimeter setting not received, use Aurora altimeter setting and increase DA 95 feet and all MDA 80 feet, increase S-ILS 2 all Cats., S-LOC 2 Cat. C and D, and Circling Cat. C and D visibility  $\frac{1}{4}$  mile.

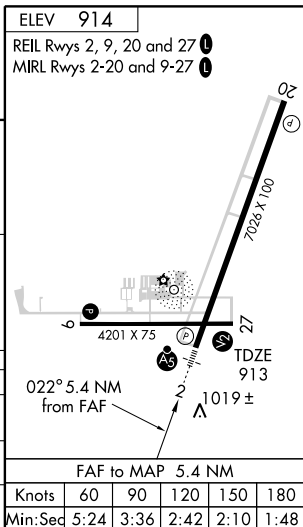


**MISSED APPROACH:** Climb to 3000 via heading 022° and OBK VOR/DME R-254 to YEARN Int and hold.

AWOS-3 <b>119.075</b>	CHICAGO APP CON <b>133.5 349.0</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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TUGBY I-DJK [12.8] RADAR	JINYO I-DJK [6.7] RADAR	CETAN I-DJK [4.3] RADAR	I-DJK [2.4] RADAR	I-DJK [1.3] RADAR	YEARN △
2700	2700	2700	2700	2700	3000
GS 3.00° TCH 55	022°	022°	022°	022°	022°
6.1 NM	2.4 NM	1.9 NM	1.1 NM		
CATEGORY	A	B	C	D	
S-ILS 2	1113- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )				
S-LOC 2	1280-1 367 (400-1)				
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$ )	1540-2 626 (700-2)	



NDB DKB	APP CRS	Rwy Idg	<b>4201</b>
<b><u>209</u></b>	<b>288°</b>	TDZE	<b>912</b>
		Apt Elev	<b>915</b>

NDB RWY 27  
DE KALB TAYLOR MUNI (DKB)

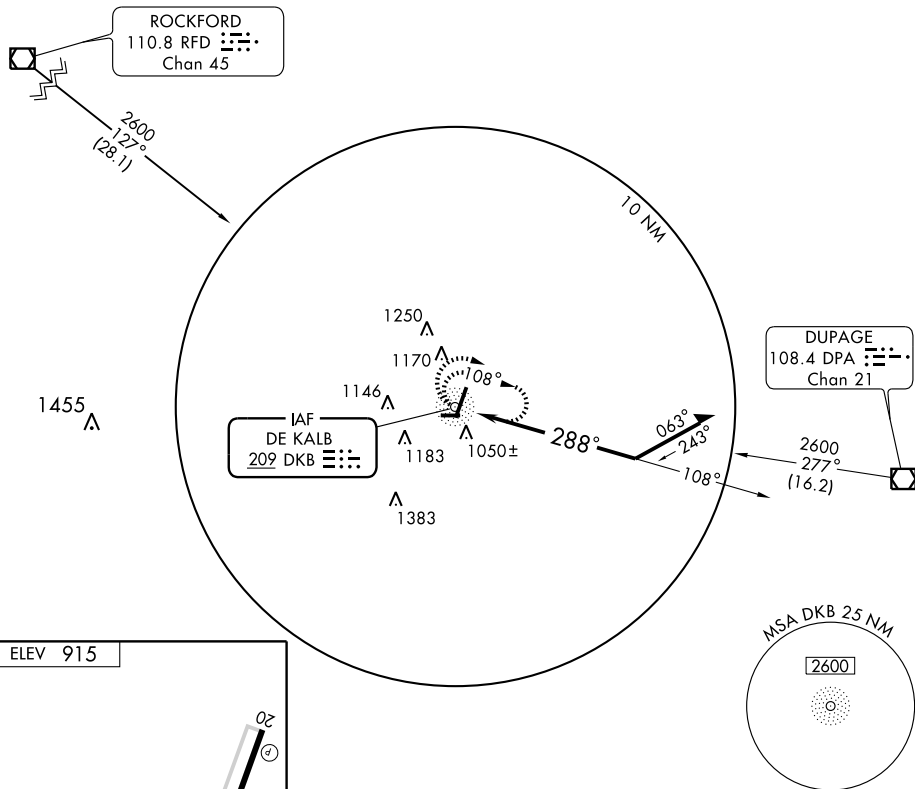
**T**  
**A** NA

**MISSED APPROACH:** Climbing right turn to 2600 in DKB NDB holding pattern.

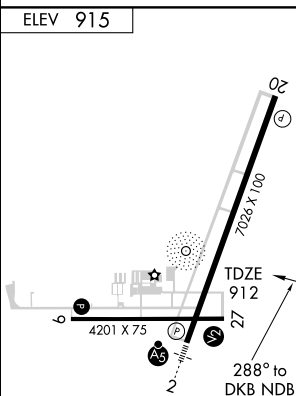
AWOS-3  
119.075

CHICAGO APP CON  
133.5 349.0

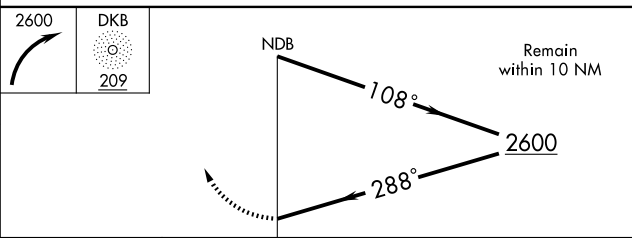
GCO  
121.725

UNICOM  
122.7 (CTAF) **L**

EC-3. 26 AUG 2010 to 23 SEP 2010



REIL Rlys 2, 9, 20 and 27 **L**  
MIRL Rlys 2-20 and 9-27 **L**



CATEGORY	A	B	C	D
S-27	1460-1	548 (600-1)	1460-1½ 548 (600-½)	1460-1¾ 548 (600-¼)
CIRCLING	1460-1	545 (600-1)	1540-1¾ 625 (700-¼)	1540-2 625 (700-2)

WAAS CH <b>58109</b> <b>W02A</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7026</b> <b>913</b> <b>914</b>
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# RNAV (GPS) RWY 2

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
 ▼ DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local  
 ▲ altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ½ mile.



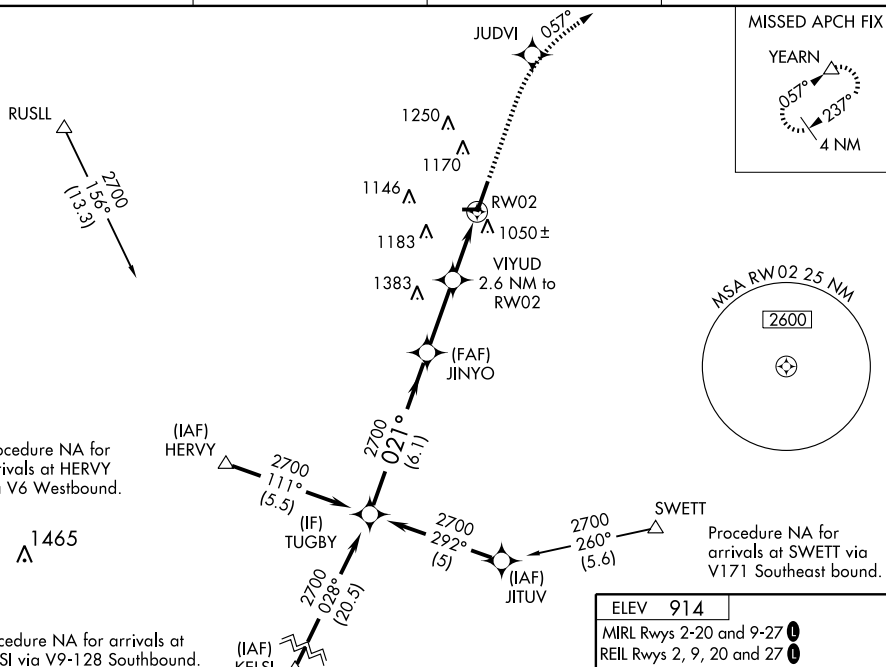
**MISSED APPROACH:**  
Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3  
**119.075**

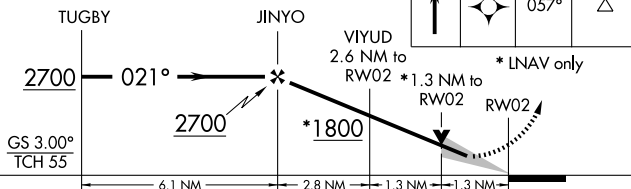
CHICAGO APP CON  
**133.5 349.0**

GCO  
**121.725**

UNICOM  
**122.7 (CTAF) 0**

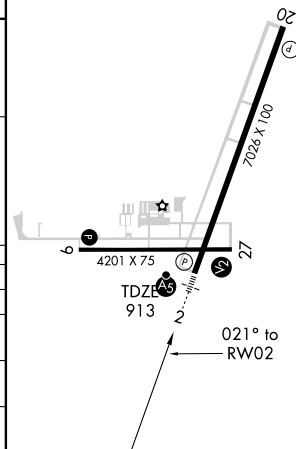


Procedure  
Turn NA



CATEGORY	A	B	C	D
LPV DA	1207-1 294 (300-1)			
LNAV/VNAV DA	1360-1½ 447 (500-1½)			
LNAV MDA	1360-1 447 (500-1)	1360-1¼ 447 (500-1¼)	1360-1½ 447 (500-1½)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914  
MIRL Rwy 2-20 and 9-27  
REIL Rwy 2, 9, 20 and 27



WAAS CH <b>82208</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>912</b> <b>914</b>
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# RNAV (GPS) RWY 9

DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

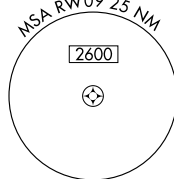
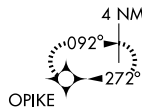
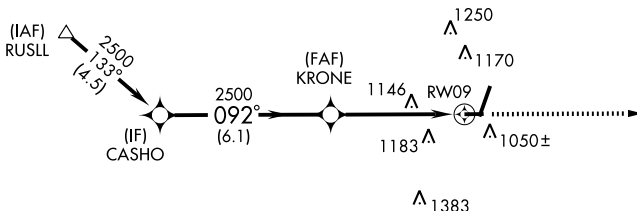
AWOS-3  
**119.075**

CHICAGO APP CON  
**133.5 349.0**

GCO  
**121.725**

UNICOM  
**122.7** (CTAF) **1**

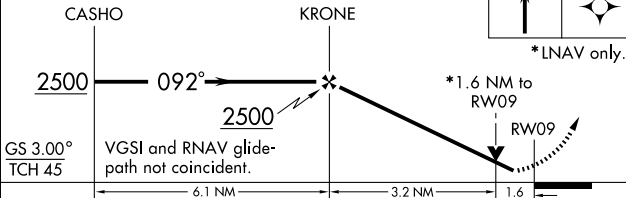
Procedure NA for arrivals at  
RUSLL via V172 Westbound.



Procedure NA for arrivals at  
SHOOF via V9-128 Southbound.

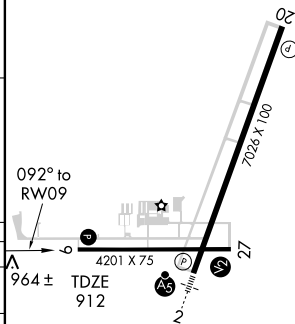
△ 1465

Procedure  
Turn NA



CATEGORY	A	B	C	D
LPV DA	1186-1 274 (300-1)			
LNAV/VNAV DA	1543-2¼ 631 (700-2¼)			
LNAV MDA	1460-1 548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)	
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914



MIRL Rwy 2-20 and 9-27 **1**  
REIL Rwy 2, 9, 20 and 27 **1**

WAAS CH <b>50409</b> <b>W20A</b>	APP CRS <b>202°</b>	Rwy Idg TDZE Apt Elev	<b>7026</b> <b>905</b> <b>914</b>
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# RNAV (GPS) RWY 20

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2700 direct  
TUGBY and hold.

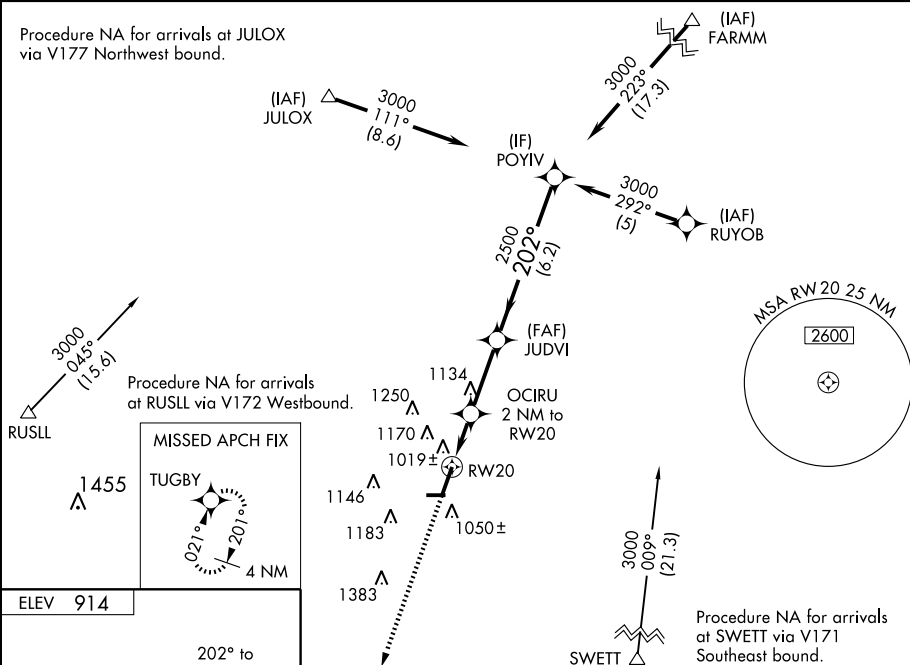
AWOS-3  
**119.075**

CHICAGO APP CON  
**133.5 349.0**

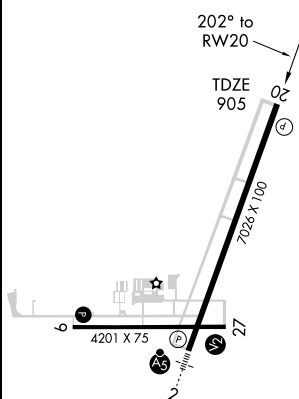
GCO  
**121.725**

UNICOM  
**122.7** (CTAF) **1**

Procedure NA for arrivals at JULOX via V177 Northwest bound.



ELEV **914**



MIRL Rwy 2-20 and 9-27 **1**  
REIL Rwy 2, 9, 20 and 27 **1**

2700 TUGBY

VGSI and RNAV glidepath not coincident.

\* LNAV only

RW20

\* 1.2 NM to RW20

OCIRU 2 NM to RW20

\* 1580

2500

202°

POYIV 3000

Procedure Turn NA

GS 3.00°

TCH 45

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

1155-3/4

1430-1 3/4

1320-1

1360-1

446 (500-1)

250 (300-3/4)

525 (600-1 3/4)

415 (500-1)

1480-1

566 (600-1)

1320-1 1/4

1540-1 3/4

626 (700-1 3/4)

1540-2

626 (700-2)



WAAS CH <b>72709</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>912</b> <b>914</b>
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## RNAV (GPS) RWY 27

DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

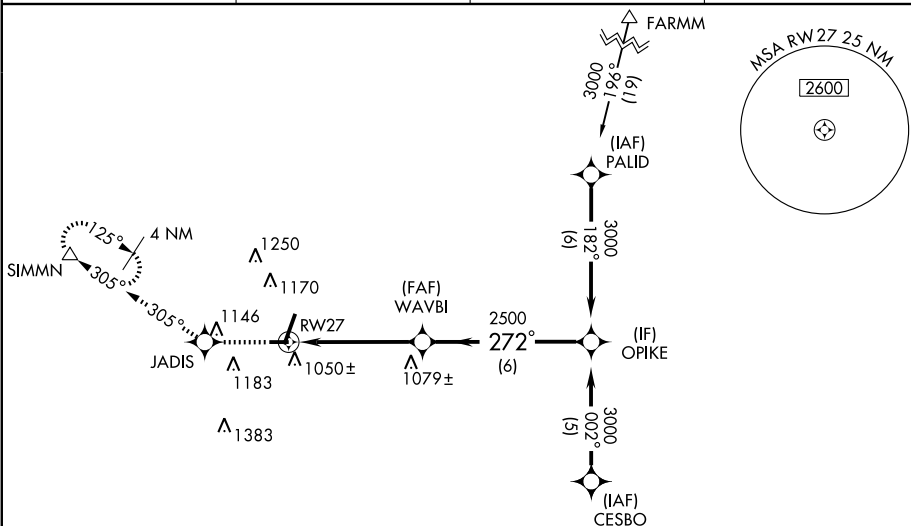
MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3  
**119.075**

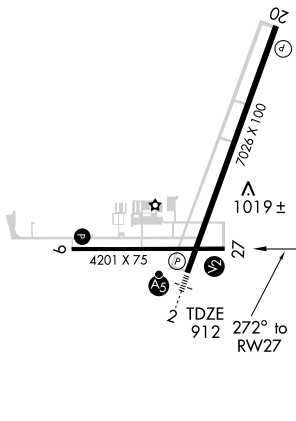
CHICAGO APP CON  
**133.5 349.0**

GCO  
**121.725**

UNICOM  
**122.7** (CTAF) **0**



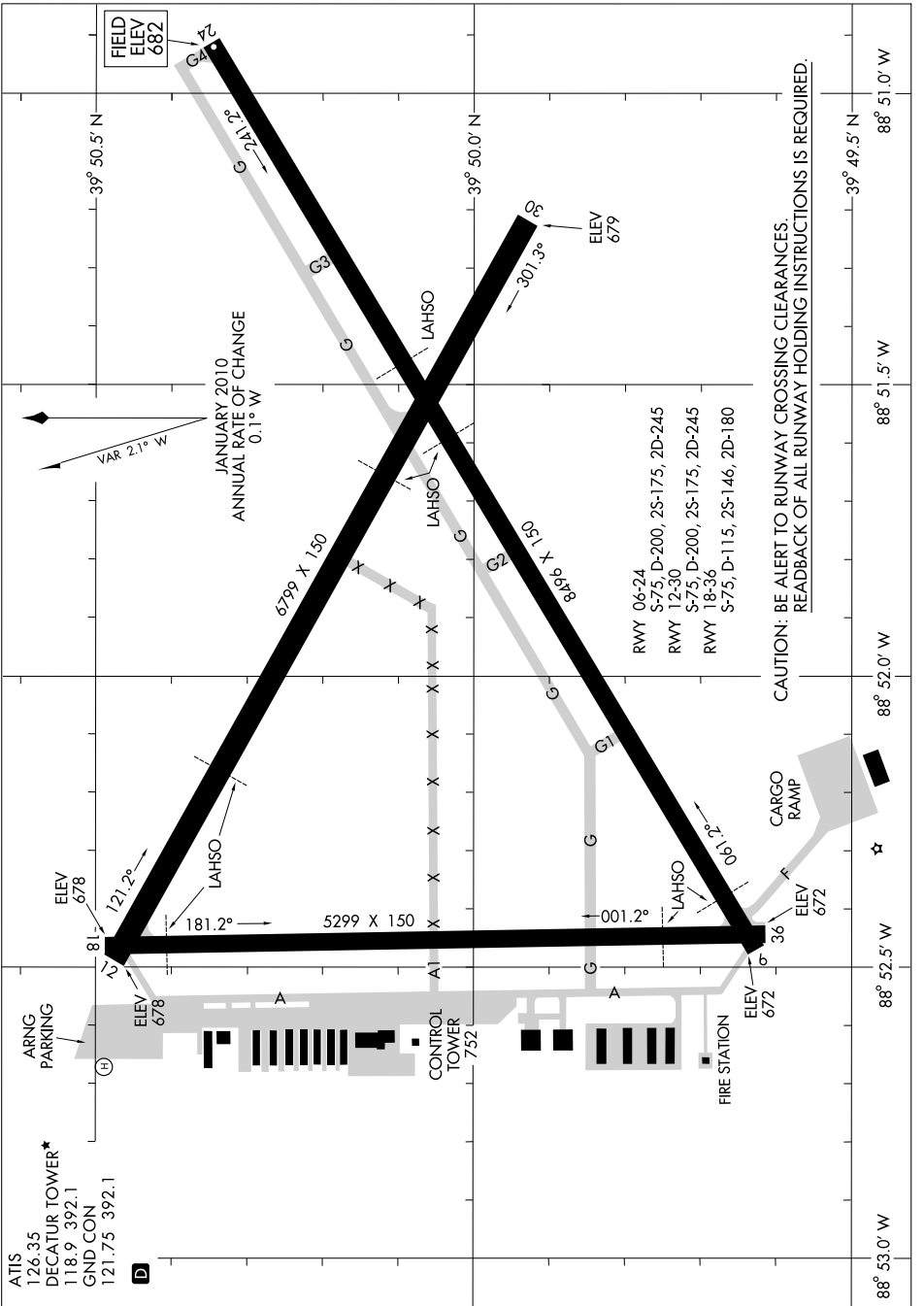
ELEV 914



REIL Rwy 2, 9, 20 and 27 **0**  
MRL Rwy 2-20 and 9-27 **0**

CATEGORY	A	B	C	D
LPV DA	1162-3/4 250 (300-3/4)			
LNAV/VNAV DA	1317-1 1/2 405 (500-1 1/2)			
LNAV MDA	1360-1	448 (500-1)	1360-1 1/4 448 (500-1 1/4)	1360-1 1/2 448 (500-1 1/2)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 3/4 626 (700-1 3/4)	1540-2 626 (700-2)

**EC-3, 26 AUG 2010 to 23 SEP 2010**



EC-3, 26 AUG 2010 to 23 SEP 2010

**DECATUR** (DEC) 4 E UTC-6(-5DT) N39°50.02' W88°51.94'

682 B FUEL 100LL, JET A OX 2, 4 Class II, ARFF Index A NOTAM FILE DEC

RWY 06-24: H8496X150 (ASPH-CONC-GRVD) S-75, D-200, 2S-175, 2D-245 HIRL

RWY 06: MALSR. Road.

RWY 24: VASI(V4L)—GA 3.0° TCH 41'.

RWY 12-30: H6799X150 (ASPH-CONC-GRVD) S-75, D-200,

2S-175, 2D-245 MIRL

RWY 12: Tree. RWY 30: PAPI(P4L).

RWY 18-36: H5299X150 (ASPH-GRVD) S-75, D-115, 2S-146,

2D-180 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 41'. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 42'. Pole.

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	4800
RWY 12	06-24	4450
RWY 18	06-24	4450
RWY 24	12-30	3000
RWY 24	18-36	8000
RWY 30	18-36	5050
RWY 36	12-30	4800

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 12:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 18:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299
RWY 24:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 30:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 36:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299

#### AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun

1300-0330Z. Birds; deer and other wildlife on and in/ovf arpt.

Snow removal ops in progress winter months; vehicle opr will be monitoring CTAF; acft ldg/dep use CTAF when twr clsd. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 217-428-2423 or 217-428-8836. PPR for AARF index B call arpt manager. Rwy 12 and Rwy 18 apch ends are closely aligned. Rwy 06 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. N ramp from Hangar B to Hangar G closed to acft over 12,500 lbs. Glider ops by written approval only; contact arpt manager 217-428-2423. Glider ops allowed on Rwy 06 and 30 only. No sod ops. Rwy 06 touchdown runway visual range avbl. Rwy 24 midfield rwy visual range avbl. When twr clsd HIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; PAPI Rwy 30, twy lghts and MALSR Rwy 06—CTAF. When the twr is clsd, be alert for intermittent vehicular tfc in arpt ops areas. For U.S. Customs call 217-425-4803. U.S. Customs user fee arpt.

**WEATHER DATA SOURCES:** ASOS (217) 429-0052. HIWAS 117.2 DEC.

**COMMUNICATIONS:** CTAF 118.9 ATIS 126.35 UNICOM 122.95

RCO 122.3 122.1R 117.2T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z)

TOWER 118.9 (1200-0400Z) GND CON 121.75

**AIRSPACE:** CLASS D svc 1200-0400Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.

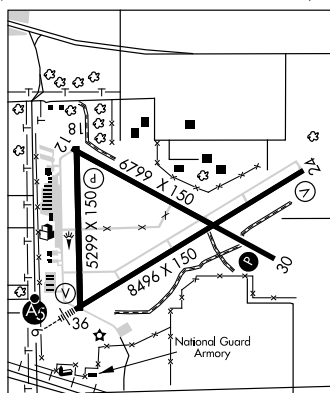
(H) VORTAC 117.2 DEC Chan 119 N39°44.25' W88°51.38' 353° 5.8 NM to fld. 700/3E. HIWAS.

ELWIN NDB (LOM) 275 DE N39°47.43' W88°57.23' 058° 4.9 NM to fld.

ILS/DME 110.9 I-DEC Chan 46 Rwy 06. Class 1E. LOM ELWIN NDB. Unmonitored when twr clsd.

LOC BC unusable byd 15 NM.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



ST LOUIS

H-E, L-27C

IAP, AD

APP CRS **300°**  
Rwy Idg **6799**  
TDZE **679**  
Apt Elev **682**

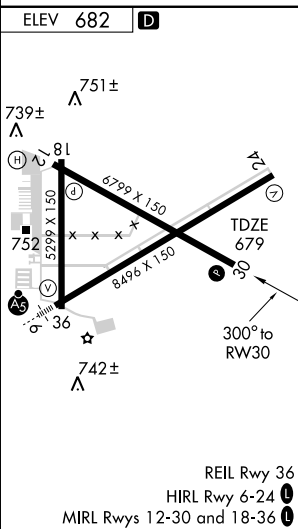
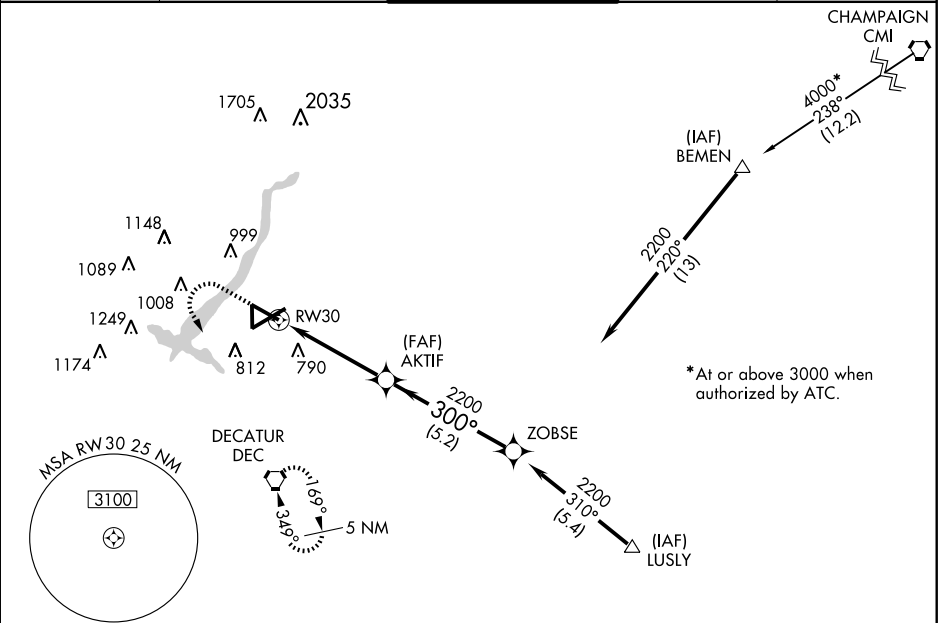
# GPS RWY 30

DECATUR (DEC)

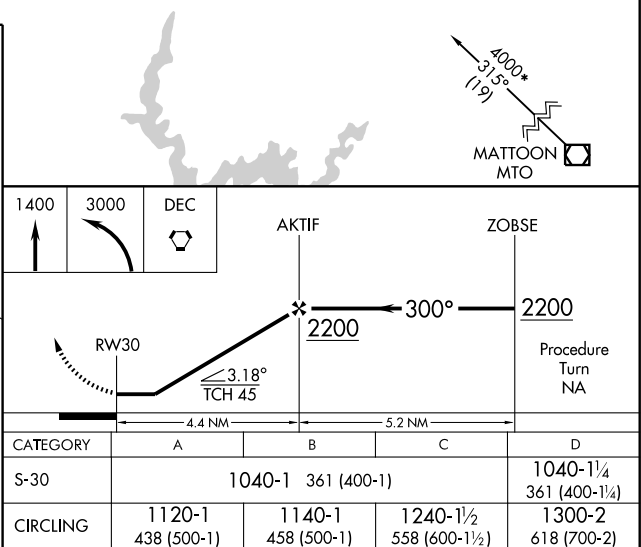


MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DEC VORTAC and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON* <b>132.85 291.0</b>	DECATUR TOWER* <b>118.9 (CTAF) 0 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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DECATUR, ILLINOIS  
Amdt 1 09351



# DECATUR (DEC)

# GPS RWY 30

EC-3, 26 AUG 2010 to 23 SEP 2010

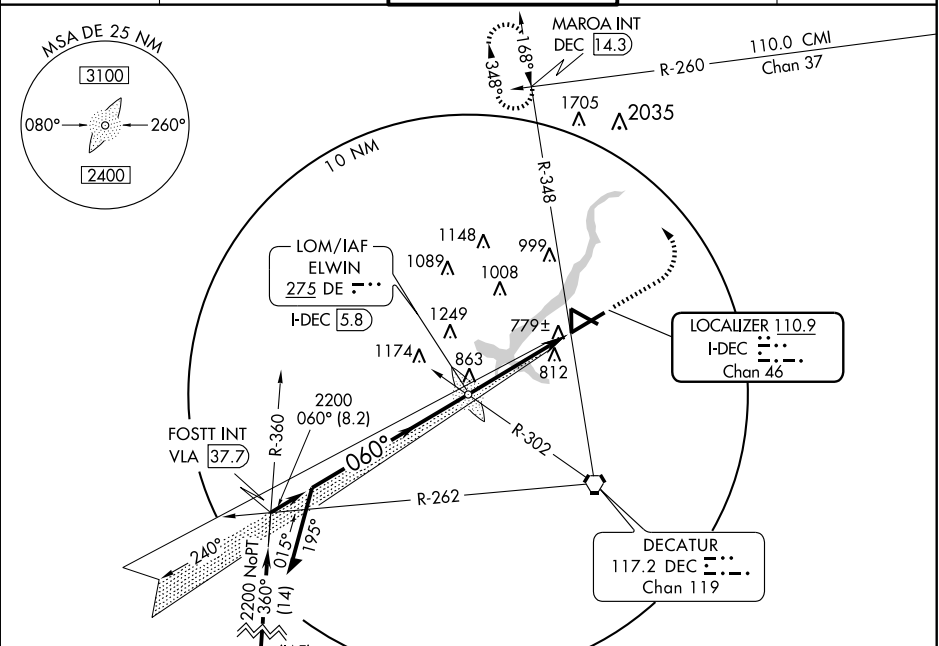
EC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-DEC <b>110.9</b> Chan <b>46</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev <b>8496</b> <b>676</b> <b>682</b>
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# ILS or LOC RWY 6 DECATUR (DEC)

<p><b>V</b> <b>A</b></p> <p>* RVR 1800 authorized with the use of FD or AD or HUD to DA.</p>	<p>MALSR <b>AS</b></p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via DEC R-348 to MAROA Int and hold.</p>
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<p>ATIS <b>126.35</b></p>	<p>CHAMPAIGN APP CON* <b>132.85 291.0</b></p>	<p>DECATUR TOWER* <b>118.9 (CTAF) 392.1</b></p>	<p>GND CON <b>121.75 392.1</b></p>	<p>UNICOM <b>122.95</b></p>
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<p>Remain within 10 NM</p> <p>GS 3.00° TCH 57</p> <p>Use I-DEC DME when on localizer course.</p>	<p>ELWIN LOM/INT I-DEC 5.8</p> <p>2106</p> <p>2200 240°</p> <p>2200 060°</p>	<p>2000</p> <p>3000</p> <p>DEC R-348 117.2</p> <p>MAROA INT</p> <p>I-DEC 1.6</p>	<p>ELEV 682</p> <p>739± 751±</p> <p>752 739 X 150</p> <p>752 739 X 150</p> <p>8496 X 150</p> <p>36</p> <p>TDZE 676</p> <p>742±</p> <p>060° 4.3 NM from FAF</p> <p>REIL Rwy 36</p> <p>HIRL Rwy 6-24</p> <p>MIRL Rwy 12-30 and 18-36</p> <p>FAF to MAP 4.3 NM</p>	
CATEGORY	A	B	C	D
S-ILS 6	*876/24 200 (200-½)			
S-LOC 6	1100/24 424 (500-½)		1100/40 424 (500-¾)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

LOC/DME I-DEC <b>110.9</b> Chan <b>46</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>8496</b> <b>682</b> <b>682</b>
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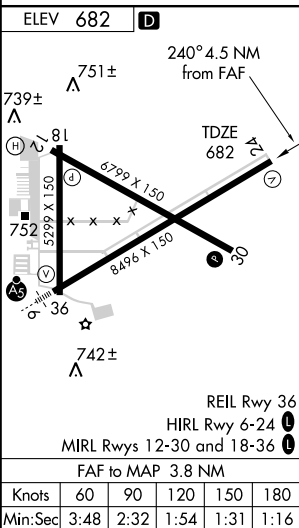
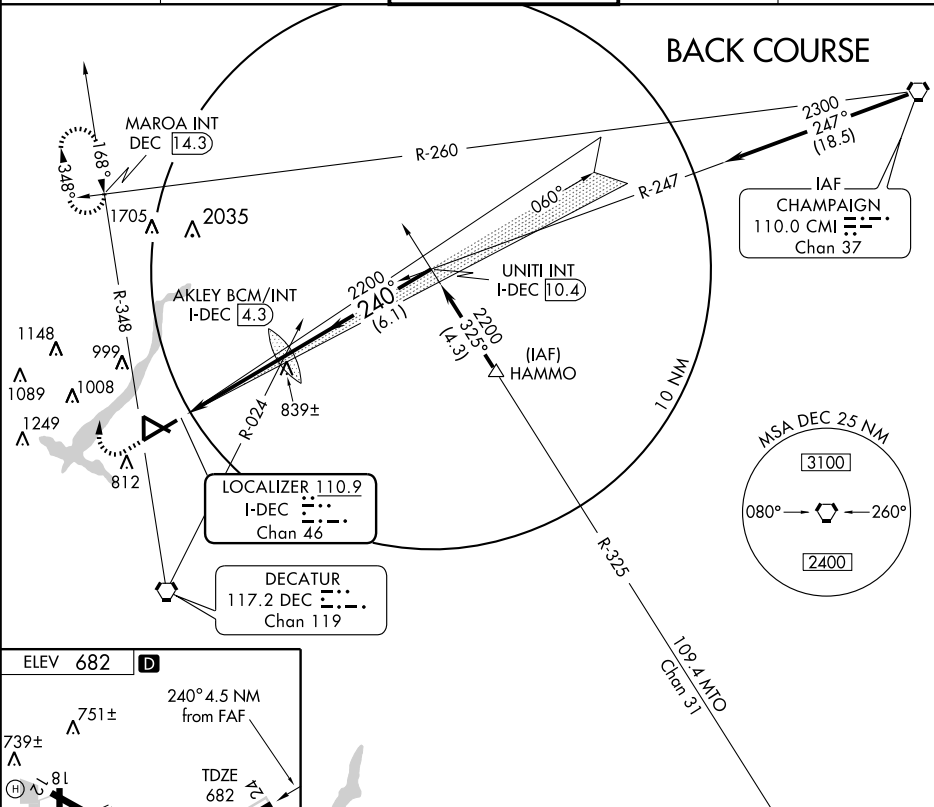
# LOC BC RWY 24

DECATUR (DEC)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via DEC R-348 to MAROA Int and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON* <b>132.85 291.0</b>	DECATUR TOWER* <b>118.9 (CTAF) 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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2000	3000	MAROA INT	AKLEY BCM/INT I-DEC 4.3	UNITI INT I-DEC 10.4
↑	DEC R-348 117.2			
Disregard glide slope indications.				
Use I-DEC DME when on localizer course.				
<div>2200</div> <div>240°</div> <div>2200</div>				
Procedure Turn NA				
<div>0.7</div> <div>3.8 NM</div> <div>6.1 NM</div>				
CATEGORY	A	B	C	D
S-24	1060-1 378 (400-1)			1060-1¼ 378 (400-1¼)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

# RNAV (GPS) RWY 6

DECATUR (DEC)

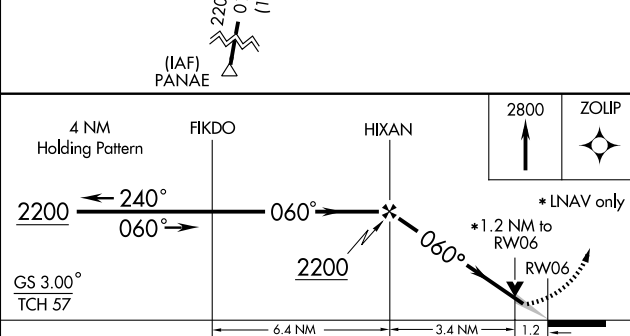
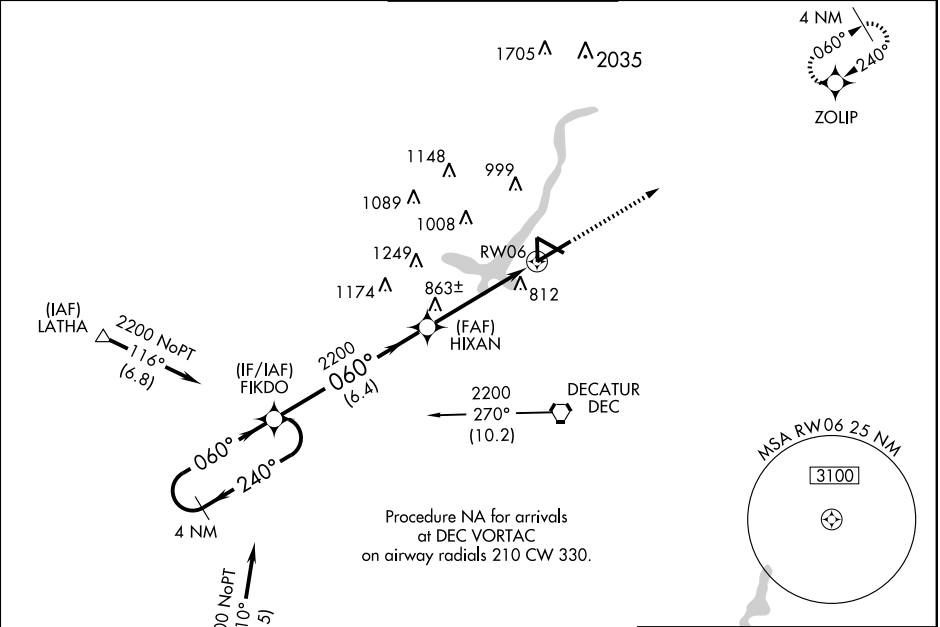
WAAS Chan <b>86207</b> <b>W06A</b>	APP CRS <b>060°</b>	Rwy ldg <b>8496</b> TDZE <b>676</b> Apt Elev <b>682</b>
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▼ If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

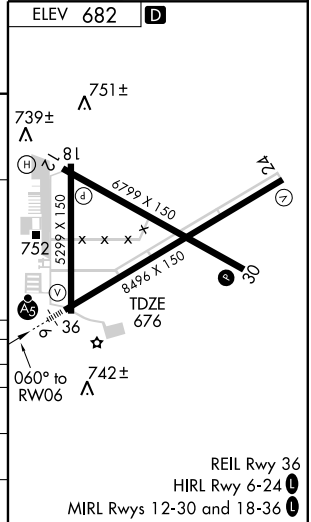


MISSED APPROACH:  
Climb to 2800 direct  
ZOLIP and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON* <b>132.85 291.0</b>	DECATUR TOWER* <b>118.9 (CTAF) 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		950/24	274 (300-1/2)	
LNAV/VNAV DA		1100/50	424 (500-1)	
LNAV MDA	1100/24	424 (500-1/2)	1100/40 424 (500-3/4)	1100/50 424 (500-1)
CIRCLING	1200-1 1/2	518 (600-1 1/2)	1240-1 1/2 558 (600-1 1/2)	1300-2 618 (700-2)



APP CRS	Rwy Idg	<b>5299</b>
<b>180°</b>	TDZE	<b>679</b>
	Apt Elev	<b>682</b>

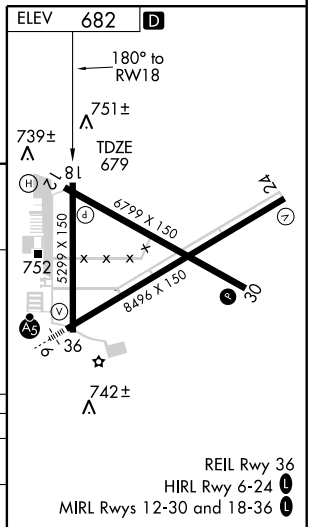
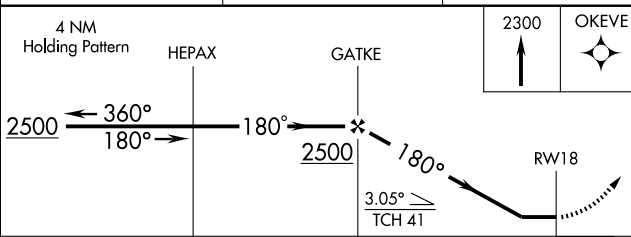
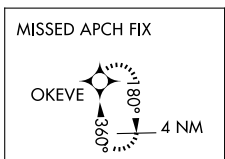
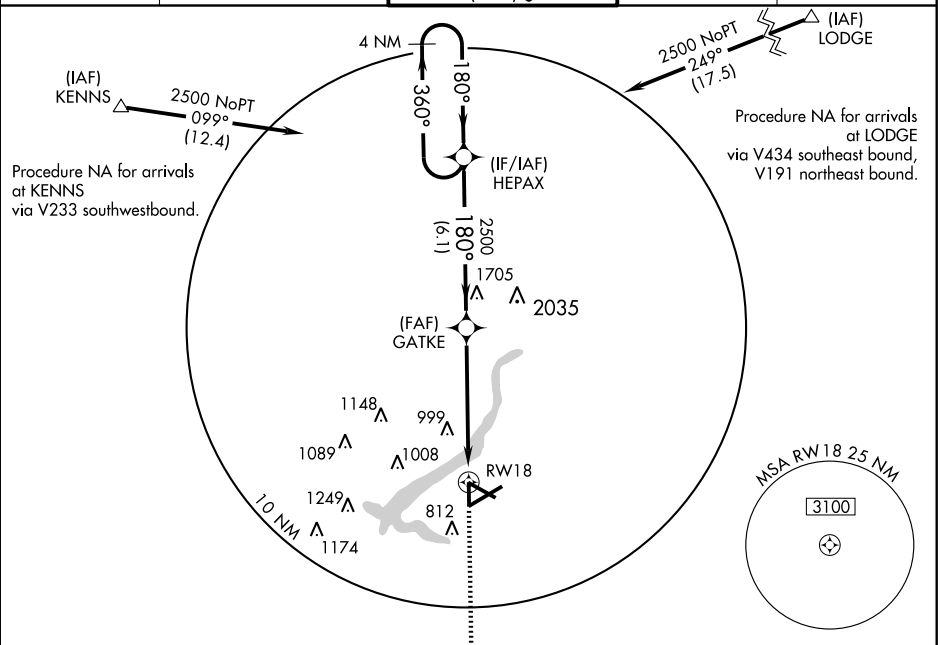
# RNAV (GPS) RWY 18

DECATUR (DEC)

**T** DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct OKEVE and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON★ <b>132.85 291.0</b>	DECATUR TOWER★ <b>118.9 (CTAF) 0 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNNAV MDA	1240-1 561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)	1240-2 561 (600-2)
CIRCLING	1240-1 558 (600-1)	1240-1½ 558 (600-1½)	1240-1¾ 558 (600-1¾)	1240-2 558 (600-2)



APP CRS	Rwy ldg	<b>8496</b>
<b>240°</b>	TDZE	<b>682</b>
	Apt Elev	<b>682</b>

# RNAV (GPS) RWY 24

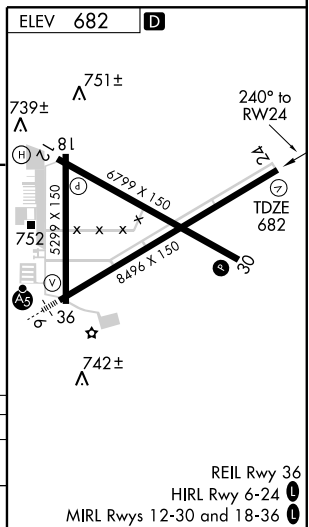
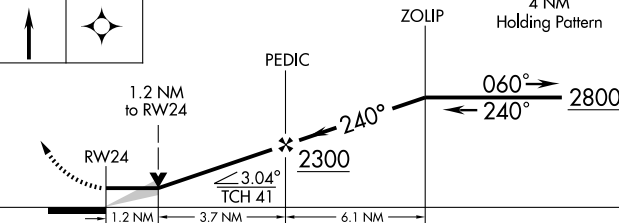
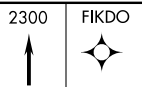
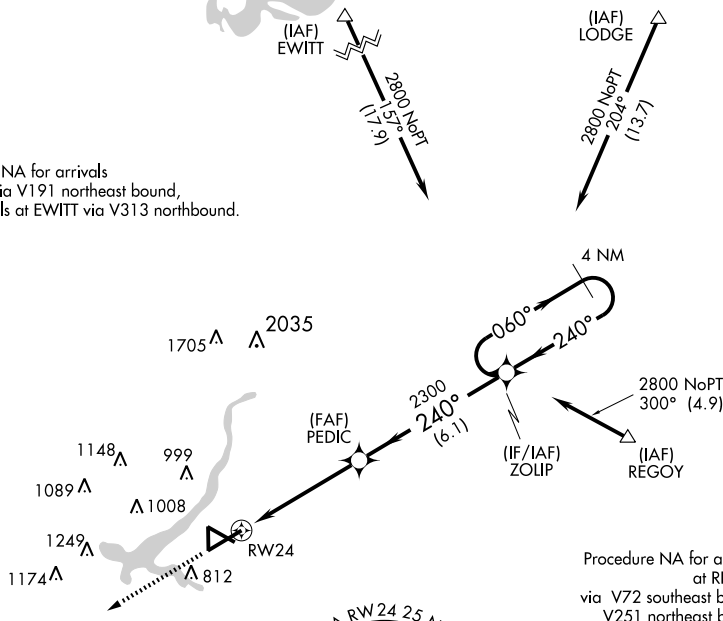
DECATUR (DEC)

**▼** If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting.  
**▲** DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
 Climb to 2300 direct  
 FIKDO and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON* <b>132.85 291.0</b>	DECATUR TOWER* <b>118.9 (CTAF) 0 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals  
 at Lodge via V191 northeast bound,  
 and arrivals at EWITT via V313 northbound.



CATEGORY	A	B	C	D
LNNAV MDA	1100-1 418 (500-1)	1100-1 418 (500-1)	1100-1 418 (500-1)	1100-1 418 (500-1)
CIRCLING	1200-1 518 (600-1)	1240-1 558 (600-1)	1300-2 618 (700-2)	1300-2 618 (700-2)

APP CRS	Rwy Idg	5299
360°	TDZE	678
	Apt Elev	682

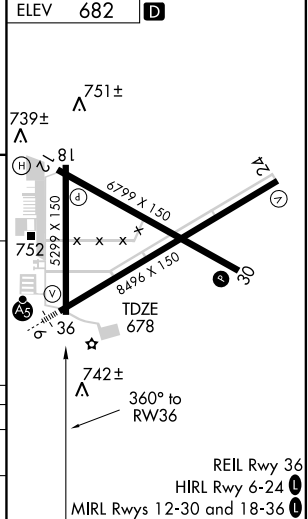
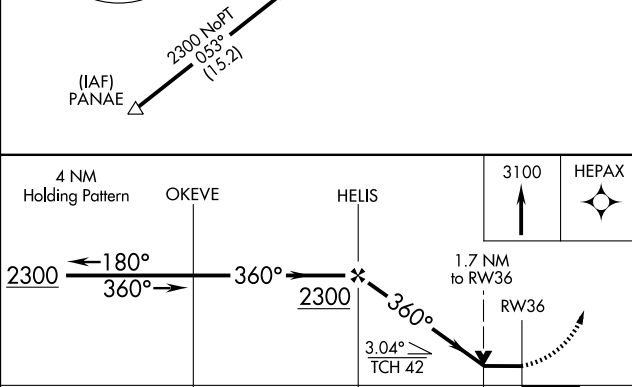
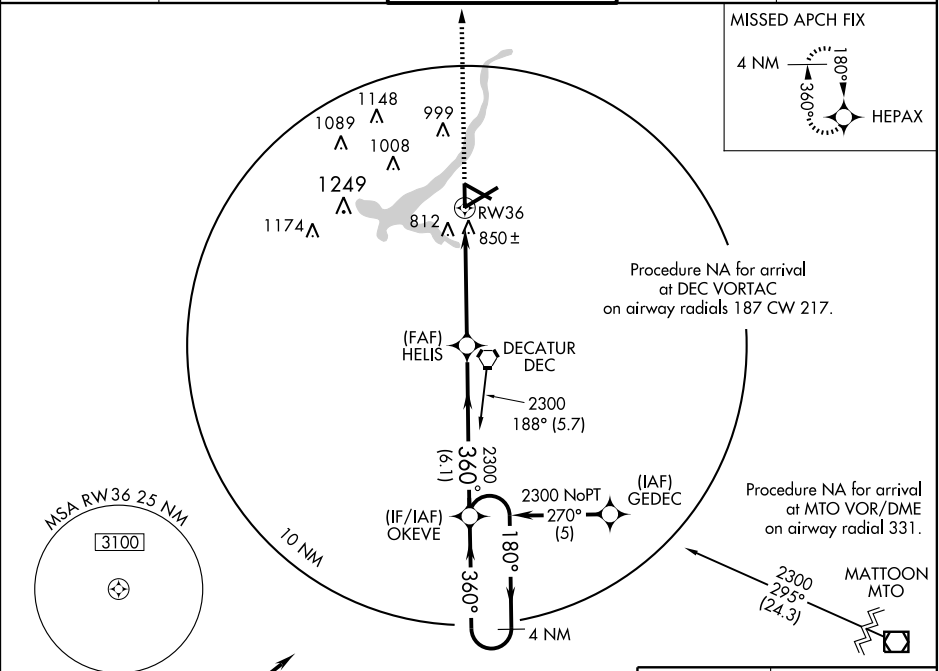
# RNAV (GPS) RWY 36

DECATUR (DEC)

**▼** If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. **▼** VDP NA when using Logan County altimeter setting.  
**▲** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3100 direct HEPAX and hold.

ATIS <b>126.35</b>	CHAMPAIGN APP CON* <b>132.85 291.0</b>	DECATUR TOWER* <b>118.9 (CTAF) 0 392.1</b>	GND CON <b>121.75 392.1</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNVA MDA	1240-1 562 (600-1)	1240-1½ 562 (600-1½)	1240-1¾ 562 (600-1¾)	1240-2 562 (600-2)
CIRCLING	1240-1 558 (600-1)	1240-1½ 558 (600-1½)	1240-1¾ 558 (600-1¾)	1240-2 558 (600-2)

REIL Rwy 36  
 HIRL Rwy 6-24  
 MIRL Rlys 12-30 and 18-36

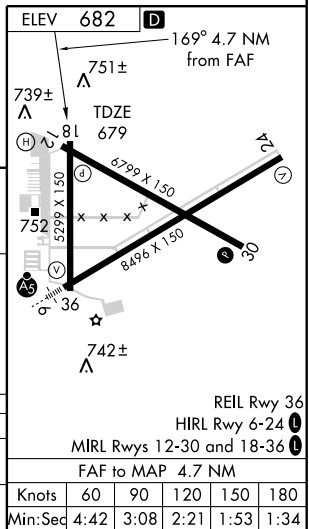
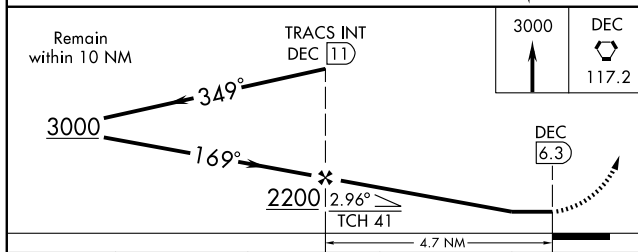
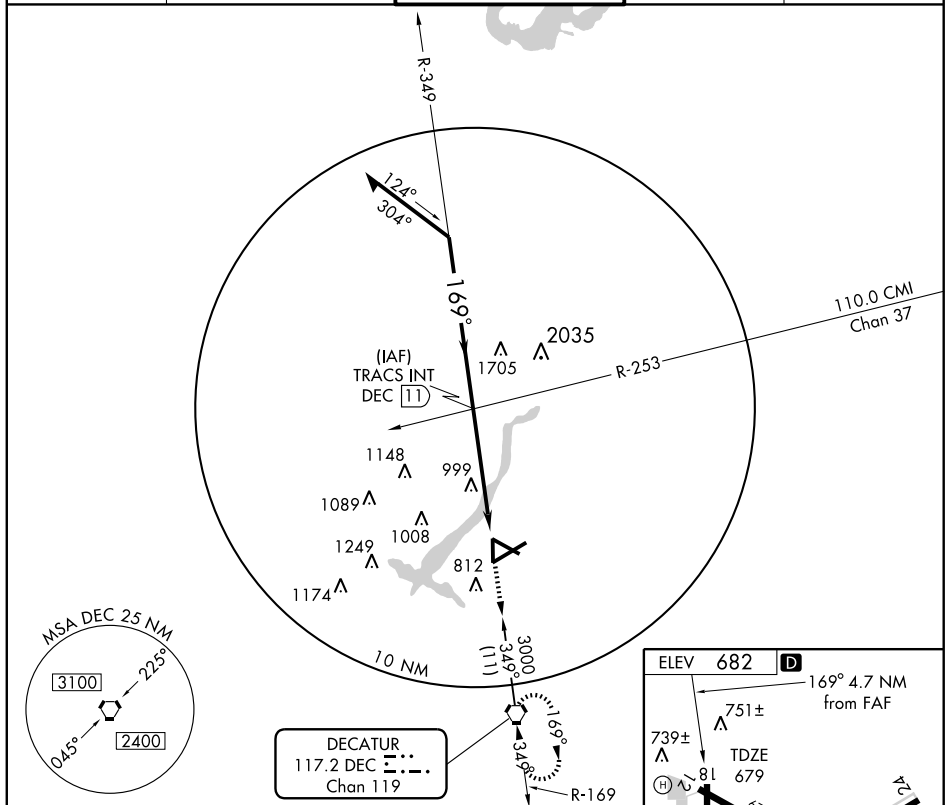
VORTAC DEC	APP CRS	Rwy Idg	5299
117.2	169°	TDZE	679
Chan 119		Apt Elev	682

# VOR RWY 18

DECATUR (DEC)

<p><b>ATIS</b> 126.35</p>		<p><b>CHAMPAIGN APP CON*</b> 132.85 291.0</p>		<p><b>DECATUR TOWER*</b> 118.9 (CTAF) 0 392.1</p>		<p><b>GND CON</b> 121.75 392.1</p>		<p><b>UNICOM</b> 122.95</p>	
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MISSED APPROACH: Climb to 3000 direct DEC  
VORTAC and hold.



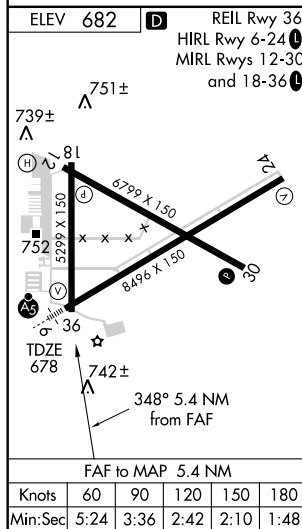
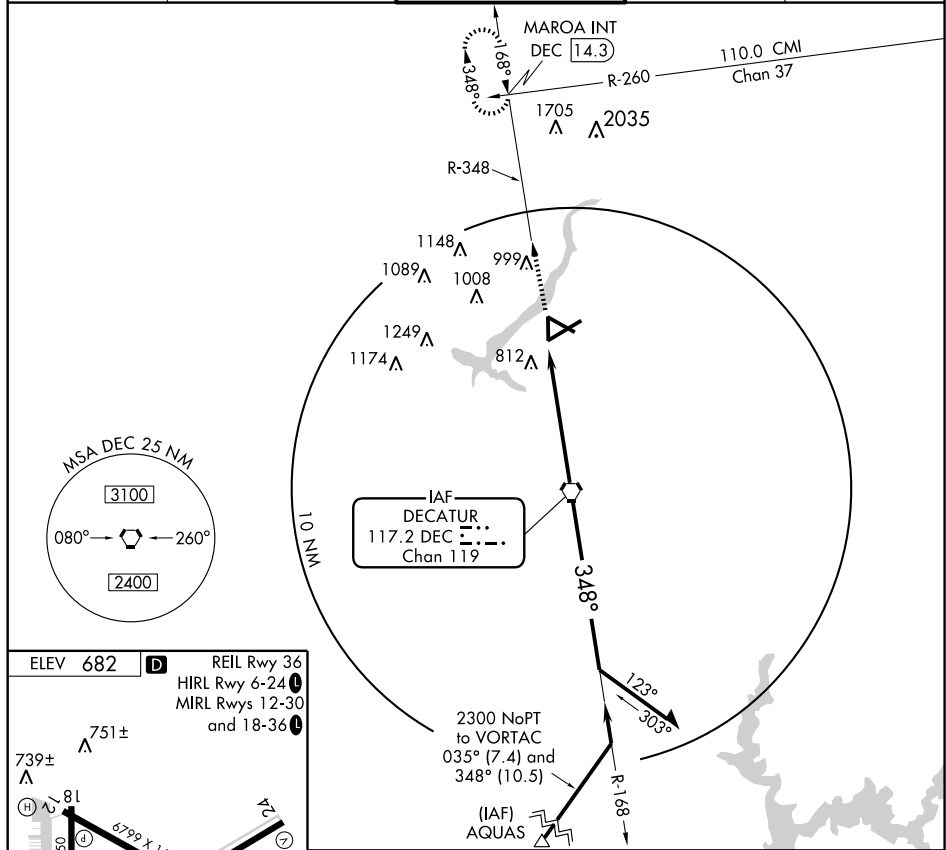
CATEGORY	A	B	C	D
S-18	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1 578 (600-1)		1260-1½ 578 (600-1½)	1300-2 618 (700-2)

VORTAC DEC <b>117.2</b> Chan <b>119</b>	APP CRS <b>348°</b>	Rwy Idg <b>5299</b> TDZE <b>678</b> Apt Elev <b>682</b>
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# VOR RWY 36

## DECATUR (DEC)

<div><div><div></div><div></div></div></div>		MISSED APPROACH: Climb to 3000 via DEC R-348 to MAROA Int and hold.		
ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95



3000

↑

DEC R-348

117.2

MAROA

INT

VORTAC

176°

Remain within 10 NM

DEC

5.4

2300

348°

2300

VGSI and descent angles not coincident.

2.76°

TCH 42

5.4 NM

CATEGORY	A	B	C	D
S-36	1160-1	482 (500-1)	1160-1¼ 482 (500-1¼)	1160-1½ 482 (500-1½)
CIRCLING	1200-1	518 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

**DE KALB TAYLOR MUNI** (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 21'. Tree.

**AIRPORT REMARKS:** Attended Nov-Mar 1330-2300Z, Apr-Oct 1330-0000Z. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rws 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rws 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at

fld. NOTAM FILE DKB.

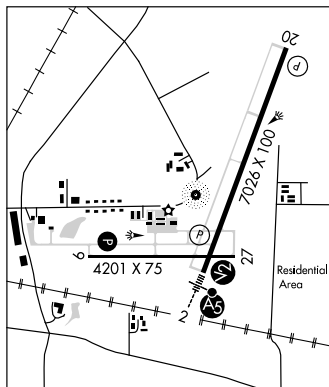
ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

**COMM/NAV/WEATHER REMARKS:** GCO OTS indef.

CHICAGO

H-5E, L-28H

IAP

**DIXON MUNI-CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

785 B S4 FUEL 100LL, JET A TPA-1585(800) NOTAM FILE IKK

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack. RWY 30: Railroad.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

① ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

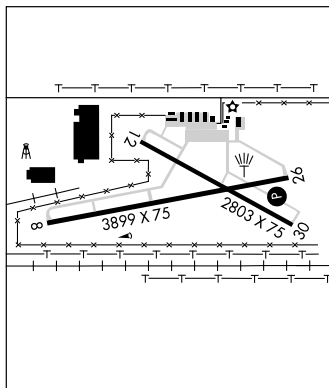
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

CHICAGO

L-28H

IAP



APP CRS	Rwy Idg	<b>3899</b>
<b>082°</b>	TDZE	<b>782</b>
	Apt Elev	<b>785</b>

**RNAV (GPS) RWY 8**

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

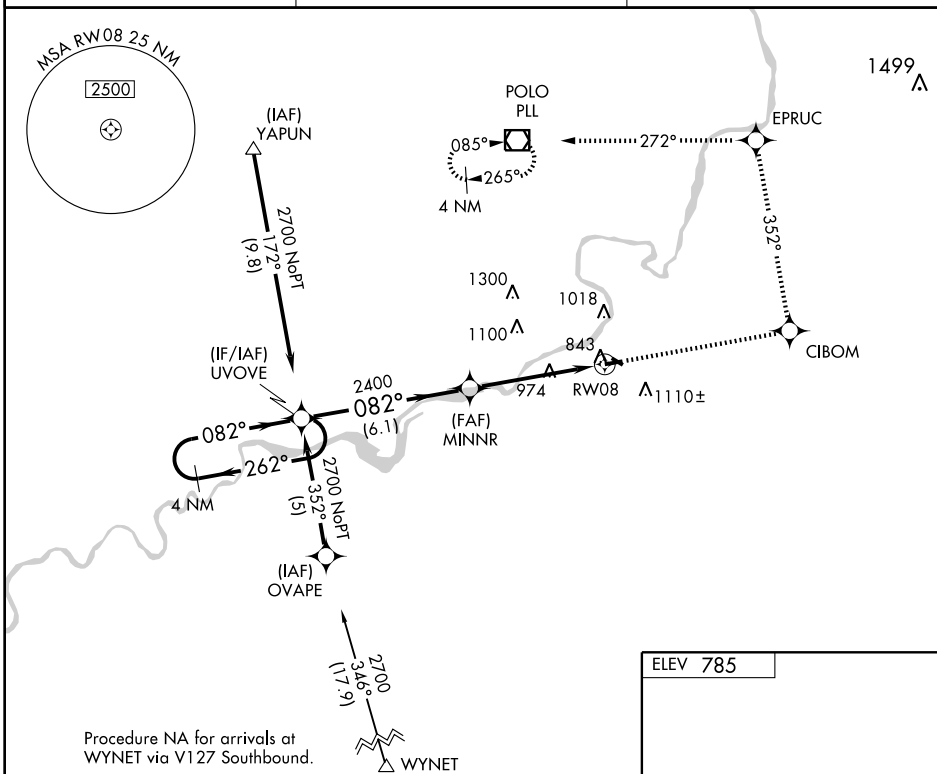
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700 direct CIBOM and via track 352° to EPRUC and via track 272° to PLL VOR/DME and hold.

ROCHELLE AWOS-3  
**119.675**

ROCKFORD APP CON  
**126.0 327.0**

UNICOM  
**123.05 (CTAF) 0**



4 NM Holding Pattern

UVOVE

2700

262°

082°

MINNR

2400

082°

3.04°

TCH 40

RW08

2700

CIBOM

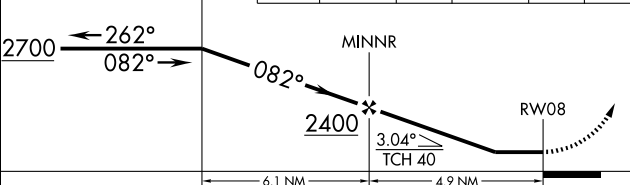
2700

TRK 352°

EPRUC

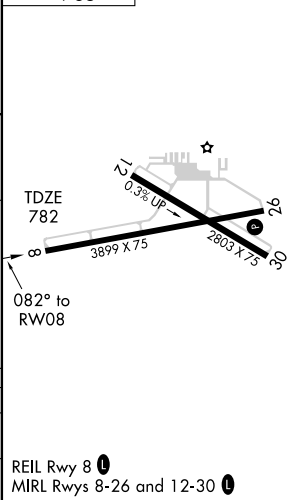
TRK 272°

PLL



CATEGORY	A	B	C	D
RNAV MDA	1280-1	498 (500-1)	1280-1¼ 498 (500-1¼)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

ELEV 785



WAAS CH <b>65712</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>3899</b> <b>784</b> <b>785</b>
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**RNAV (GPS) RWY 26**

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

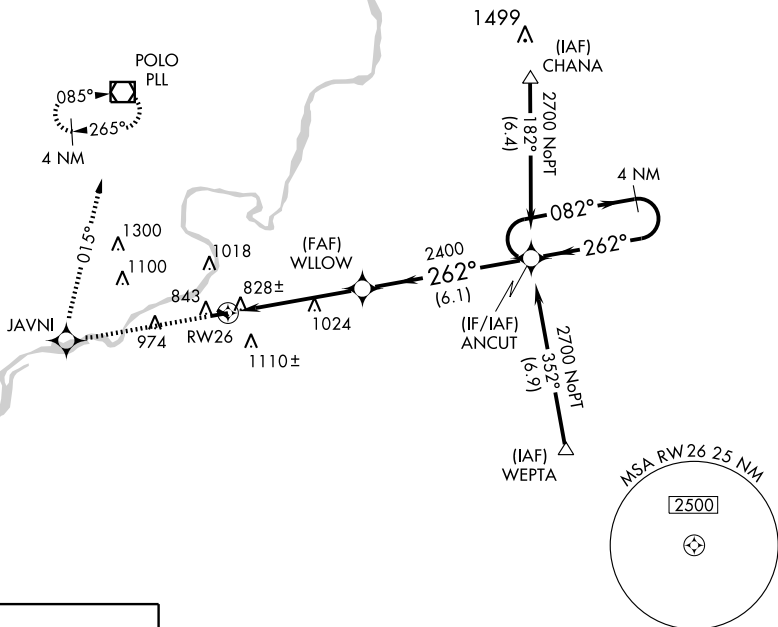
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters  
 ▲ NA NA. Use Rochelle altimeter setting, when not received use Sterling-  
 Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700  
 direct JAVNI and right turn via track  
 015° to PLL VOR/DME and hold.

ROCHELLE AWOS-3  
**119.675**

ROCKFORD APP CON  
**126.0 327.0**

UNICOM  
**123.05 (CTAF) 0**



ELEV 785

2700 JAVNI PLL  
 TRK 015°

VGSI and RNAV glidepath  
 not coincident.

RW26

WILLOW

2400

ANCUT

4 NM  
 Holding Pattern

082° 2700  
 262° GS 3.00°  
 TCH 40

CATEGORY	A	B	C	D
LPV DA	1107-1¼	323 (400-1¼)		NA
LNAV/VNAV DA	1377-2	593 (600-2)		NA
LNAV MDA	1340-1	556 (600-1)	1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

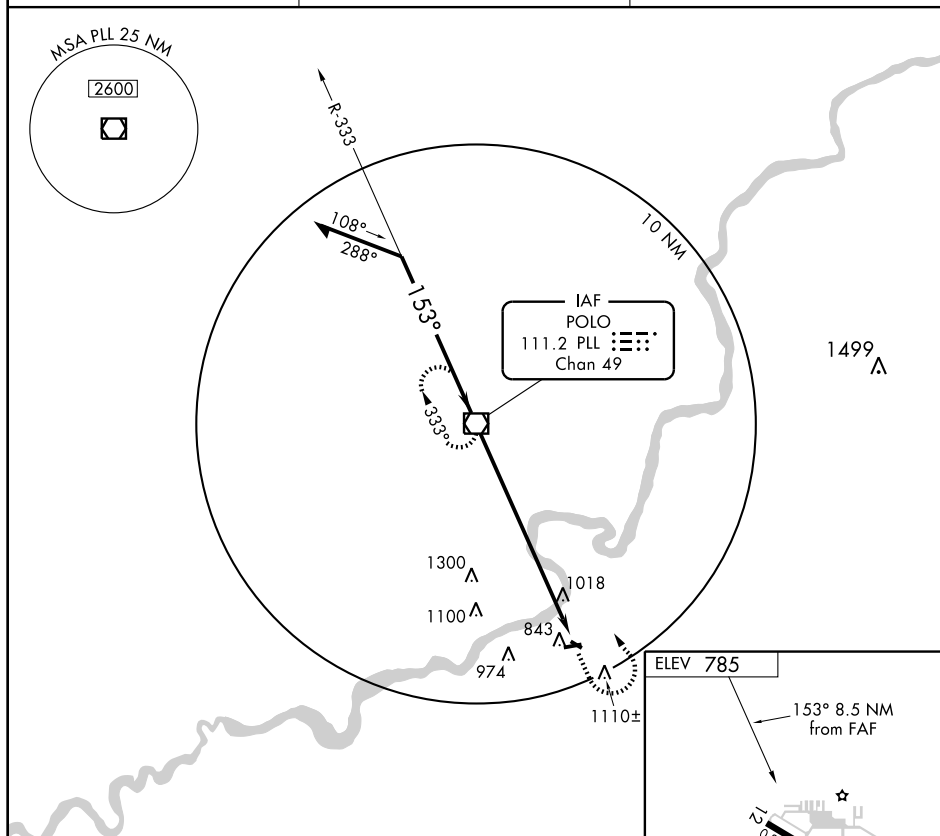
REIL Rwy 8 0  
 MRL Rwy 8-26 and 12-30 0

VOR/DME PLL Chan <b>111.2</b> 49	APP CRS <b>153°</b>	Rwy Ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>785</b>
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VOR-A

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

▼ ▲ NA	Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.
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ROCHELLE AWOS-3  
**119.675**ROCKFORD APP CON  
**126.0 327.0**UNICOM  
**123.05 (CTAF) 0**

Remain within 10 NM				2000	2600	PLL 111.2
VOR/DME				↑	↻	☐
2600				333°		
2500				153°		
8.5 NM				2600		
CATEGORY				A		
CIRCLING				1500-1 715 (800-1)		
				B		
				1520-1 735 (800-1)		
				C		
				NA		
				D		
				Knots		
				60 90 120 150 180		
				Min:Sec		
				8:30 5:40 4:15 3:24 2:50		



**DWIGHT** (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'

632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK

Rwy 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W

Rwy 27: Thld dsplcd 300'. Building.

Rwy 18-36: 2000X92 (TURF) 0.5% up S

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z, Sun

1600-2100Z. For NSTD LIRL Rwy 09-27 after 0400Z call

815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27

NSTD LIRL; not FAA approved L-800 series. Spacing and ints of lgtS vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.

Rwy 09-27 NSTD markings due to narrow width.

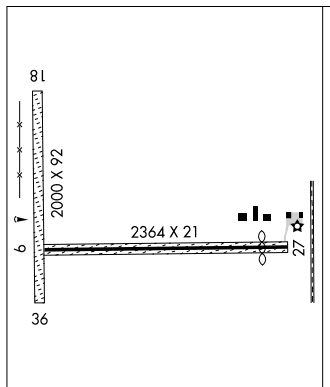
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CHICAGO CENTER APP/DEP CON** 123.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 032° 23 NM to fld. 679/3E. HIWAS.



## EDGAR CO (See PARIS)

**EFFINGHAM CO MEM** (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

Rwy 11-29: H5100X75(CONC) MIRL

Rwy 11: Tree. Rwy 29: REIL. Tree.

Rwy 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

Rwy 01: PVASI(PSIL)-GA 3.0° TCH 50'. Trees.

Rwy 19: PVASI(PSIL)-GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z. MIRL Rwy 11-29 preset

low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL

Rwy 29 and VASI Rwy 01 and 19-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (217) 536-5976.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

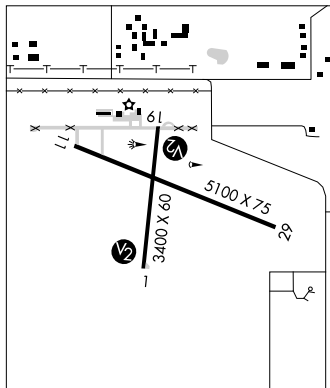
KANSAS CITY CENTER APP/DEP CON 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



**EGROW** N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

**ELWIN** N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

ST LOUIS

H-5E, L-27C

IAP

ST LOUIS



**DWIGHT** (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'

632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK

RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W

RWY 27: Thld dsplcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun

1600-2100Z†. For NSTD LIRL Rwy 09-27 after 0400Z† call

815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27

NSTD LIRL; not FAA approved L-800 series. Spacing and ints of lghts vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.

Rwy 09-27 NSTD markings due to narrow width.

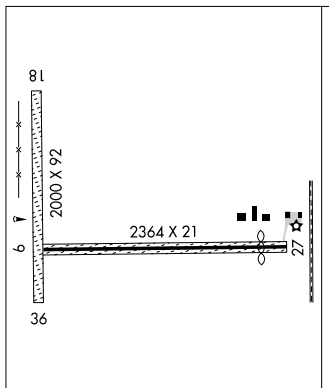
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **CHICAGO CENTER APP/DEP CON** 123.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 032° 23 NM to fld. 679/3E. HIWAS.



**EDGAR CO** (See PARIS)

**EFFINGHAM CO MEM** (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

RWY 11-29: H5100X75(CONC) MIRL

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(PSIL)-GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(PSIL)-GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. MIRL Rwy 11-29 preset

low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL

Rwy 29 and VASI Rwy 01 and 19-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (217) 536-5976.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

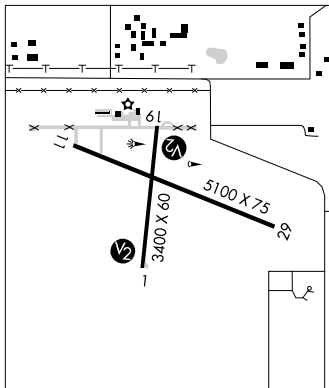
KANSAS CITY CENTER APP/DEP CON 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



**EGROW** N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

**ELWIN** N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

CHICAGO

L-27C

IAP

ST LOUIS

H-5E, L-27C


IAP

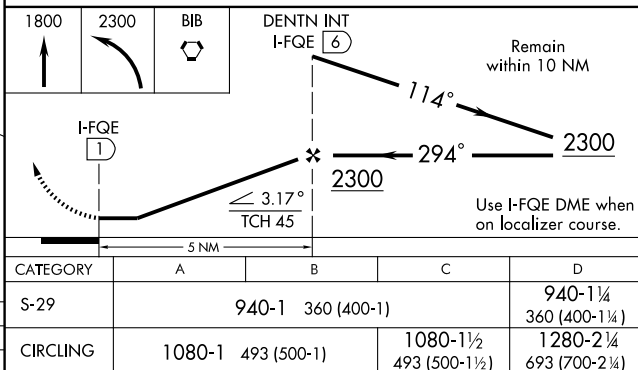
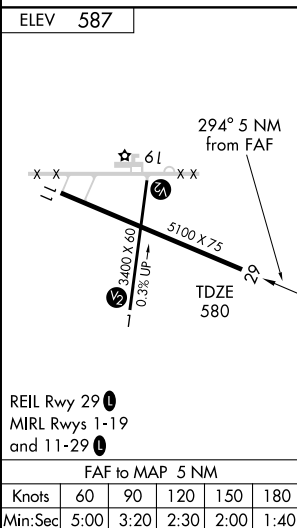
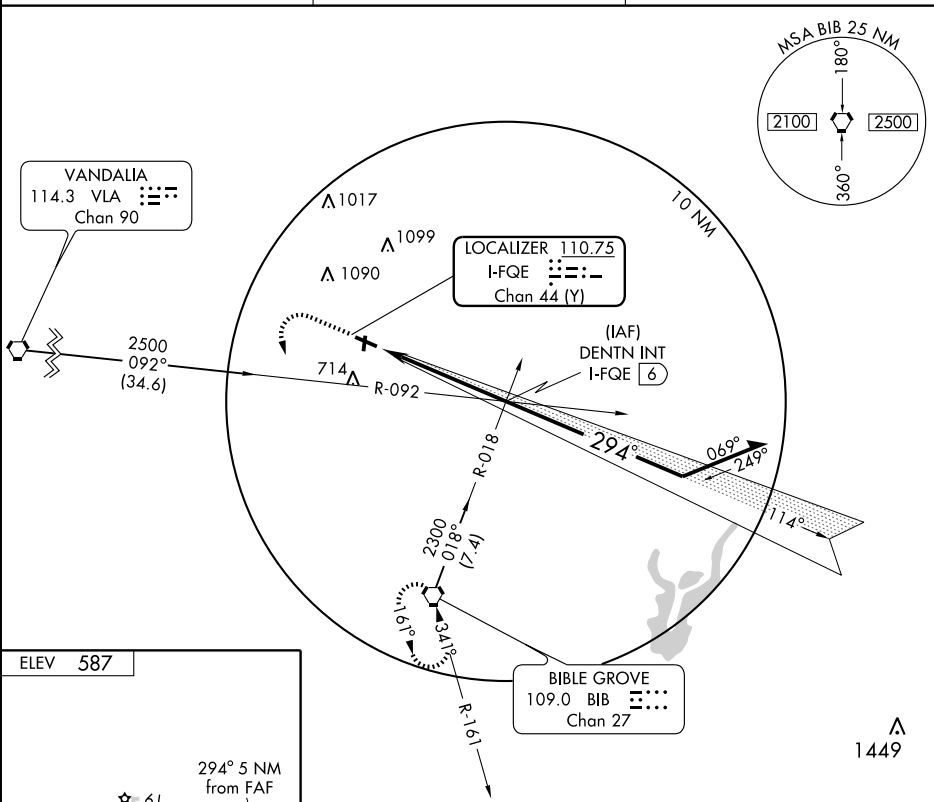
ST LOUIS

LOC/DME I-FQE <b>110.75</b> Chan <b>44</b>	APP CRS <b>294°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>580</b> <b>587</b>
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# LOC RWY 29

## EFFINGHAM COUNTY MEMORIAL (1H2)

			MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BIB VORTAC and hold.		
AWOS-3 <b>118.375</b>		KANSAS CITY CENTER <b>124.3 269.15</b>		UNICOM <b>122.8 (CTAF) 0</b>	



APP CRS **009°**  
 Rwy Idg **3400**  
 TDZE **581**  
 Apt Elev **587**

# RNAV (GPS) RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

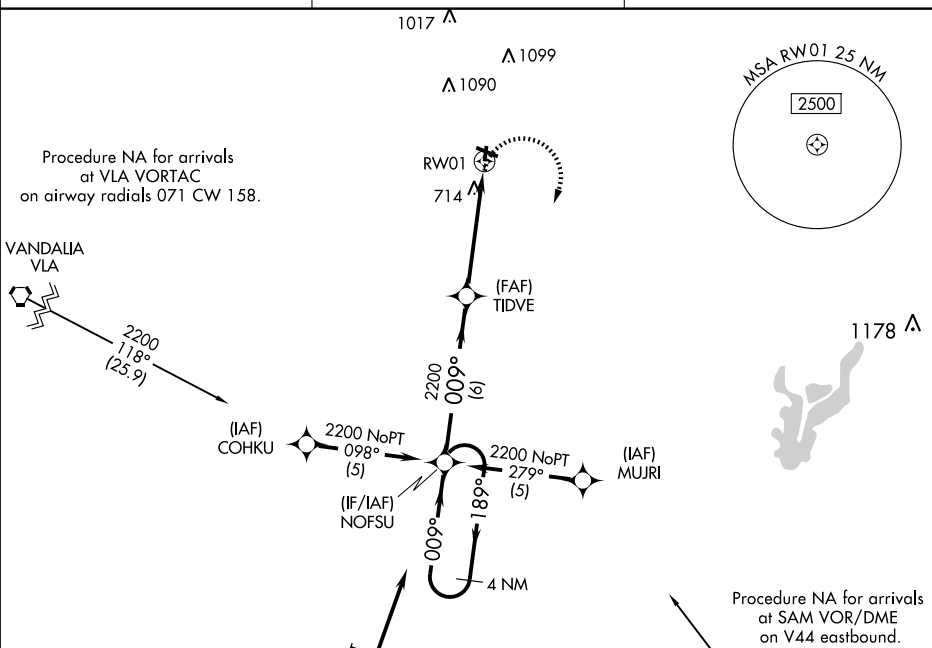
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2200 direct NOFSU and hold.

AWOS-3  
**118.375**

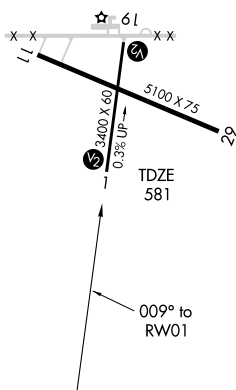
KANSAS CITY CENTER  
**124.3 269.15**

UNICOM  
**122.8 (CTAF) ①**

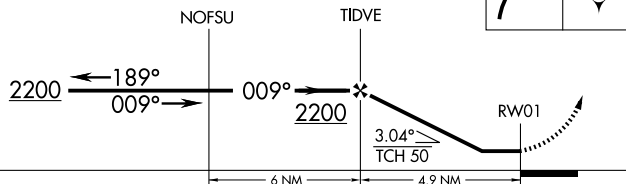


ELEV **587**

REIL Rwy 29 ①  
 MIRL Rwy 1-19 and 11-29 ①



4 NM  
 Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1020-1	439 (500-1)	1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1	493 (500-1)	1080-1½ 493 (500-1½)	1440-2¾ 853 (900-2¾)

VORTAC BIB  
109.0  
Chan 27

APP CRS  
341°

Rwy Idg  
TDZE  
Apt Elev

3400  
581  
587

VOR RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

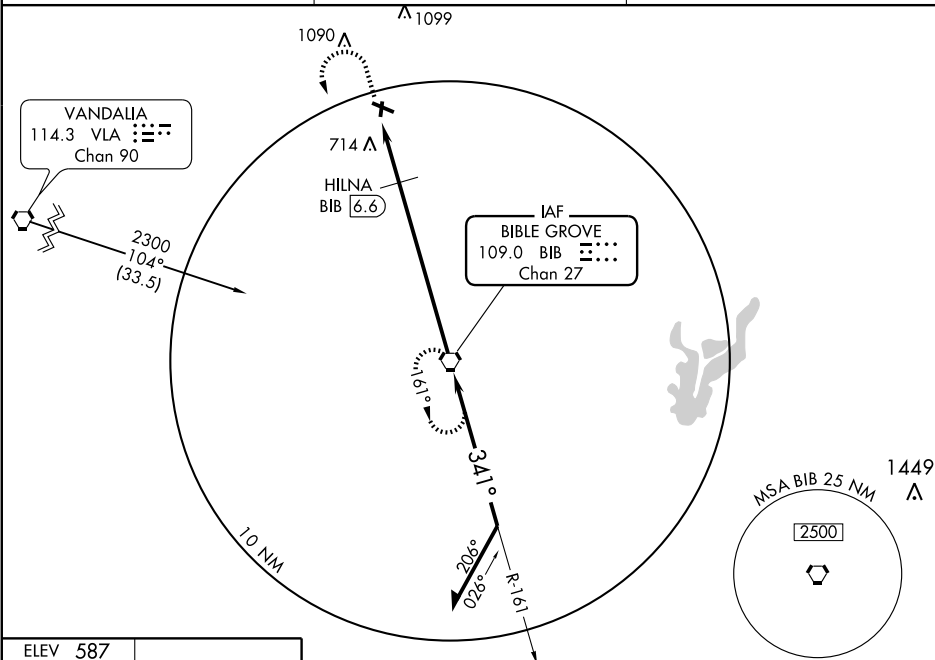
When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase S-01 Cat C and D visibility ¼ mile and increase Circling Cats C and D visibility ¼ mile and HILNA Fix minimums: S-1 Cat C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

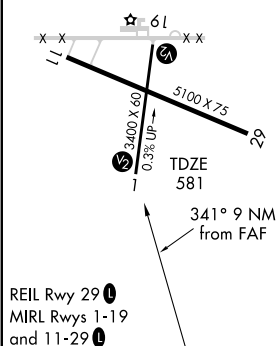
AWOS-3  
118.375

KANSAS CITY CENTER  
124.3 269.15

UNICOM  
122.8 (CTAF) 0



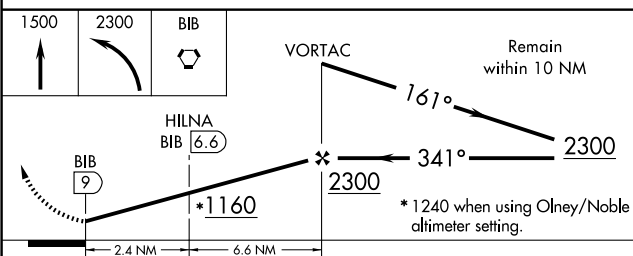
ELEV 587



REIL Rwy 29  
MRL Rwy 1-19  
and 11-29

FAF to MAP 9 NM

Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00



CATEGORY	A	B	C	D
S-1	1160-1	579 (600-1)	1160-1 1/2 579 (600-1 1/2)	1160-1 3/4 579 (600-1 3/4)
CIRCLING	1160-1	573 (600-1)	1160-1 1/2 573 (600-1 1/2)	1440-2 3/4 853 (900-2 3/4)
HILNA FIX MINIMUMS				
S-1	1020-1	439 (500-1)	1020-1 1/4 439 (500-1 1/4)	1020-1 1/2 439 (500-1 1/2)
CIRCLING	1080-1	493 (500-1)	1080-1 1/2 493 (500-1 1/2)	1440-2 3/4 853 (900-2 3/4)

**ERIE AIR PARK ULTRALIGHT** (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'

CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

**AIRPORT REMARKS:** Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.

**COMMUNICATIONS:** CTAF 122.9

**ERMIN** N41°43.14' W87°50.18' NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 332 HK 044 5.5 NM to Chicago Midway Intl.

A

**FAIRFIELD MUNI** (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'

ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W

RWY 09: REIL. PVASI(P SIL)—GA 3.0° TCH 25'. Tree.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 25'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400-2200Z. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (618) 847-4709.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

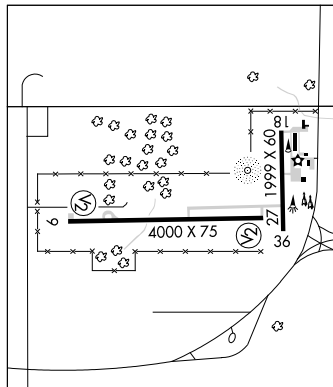
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.



L-27C

IAP

**FLORA MUNI** (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'

ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL

RWY 03: PVASI(P SIL)—GA 3.0° TCH 26'. Tree.

RWY 21: REIL. PVASI(P SIL)—GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dspcd 204'. Tree. RWY 33: Thld dspcd 174'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2230Z. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dspcd thld marked with white rock and is day use only. MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.175 (618) 662-8355.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

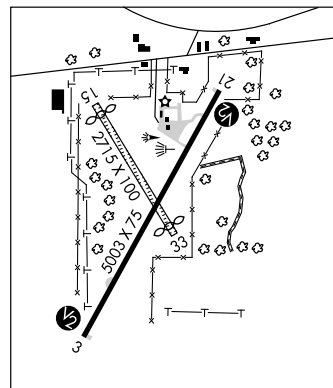
KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.



H-5E, L-27C

IAP

**FOSTER FLD** (See APPLE RIVER)

**FRASCA FLD** (See Urbana)

NDB FWC <b>257</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>436</b> <b>436</b>
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# NDB RWY 9

FAIRFIELD MUNI (FWC)

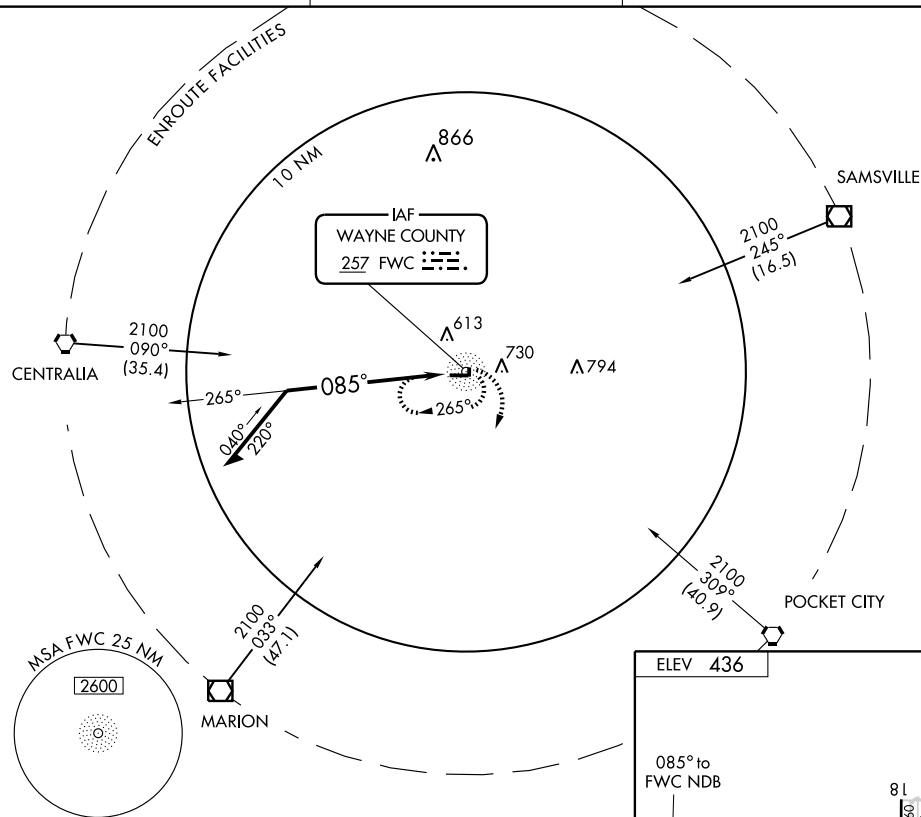


MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

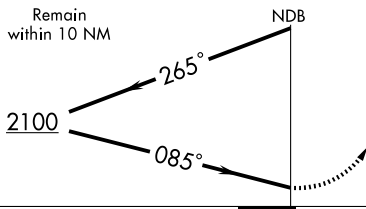
AWOS-3  
**119.425**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.05** (CTAF) **0**

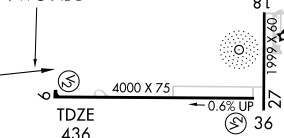


Remain within 10 NM



ELEV 436

085° to FWC NDB



CATEGORY	A	B	C	D
S-9	1100-1	664 (700-1)	1100-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1100-1	664 (700-1)	1100-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )	NA

REIL Rwy 9 **0**  
MIRL Rwy 18-36 and 9-27 **0**

Knots	60	90	120	150	180
Min:Sec					



APP CRS <b>091°</b>	Rwy ldg <b>4000</b>
	TDZE <b>436</b>
	Apt Elev <b>436</b>

# RNAV (GPS) RWY 9

FAIRFIELD MUNI (F'WC)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

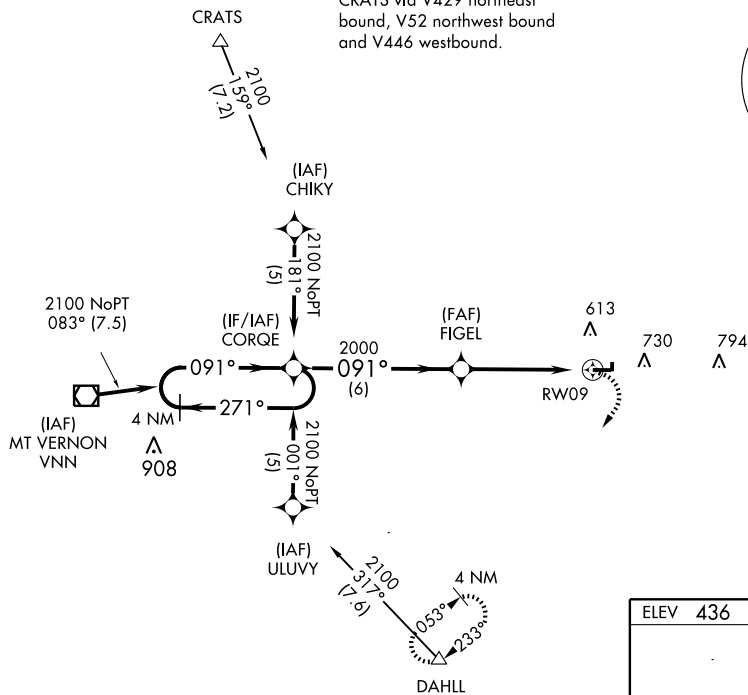
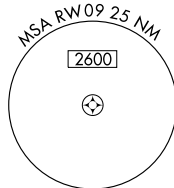
**MISSED APPROACH:** Climbing right turn to 3000 direct DAHLL and hold.

AWOS-3  
**119.425**

KANSAS CITY CENTER  
**127.7 317.7**

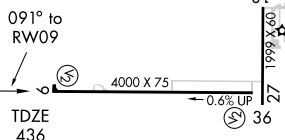
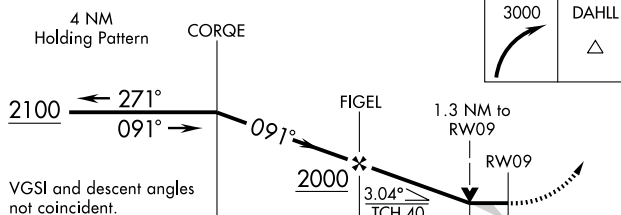
UNICOM  
**123.05 (CTAF) 0**

Procedure NA for arrivals at CRATS via V429 northeast bound, V52 northwest bound and V446 westbound.



Procedure NA for arrivals at DAHLL via V4 eastbound.

ELEV 436



CATEGORY	A	B	C	D
LNAV MDA	880-1	444 (500-1)	880-1½ 444 (500-1½)	NA
CIRCLING	1040-1	604 (700-1)	1040-1¾ 604 (700-1¾)	NA

REIL Rwy 9 **0**  
MIRL Rwy 18-36 and 9-27 **0**

**ERIE AIR PARK ULTRALIGHT** (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'

CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

AIRPORT REMARKS: Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.

COMMUNICATIONS: CTAF 122.9

**ERMIN** N41°43.14' W87°50.18' NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 332 HK 044 5.5 NM to Chicago Midway Intl.

A

**FAIRFIELD MUNI** (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'

ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W

RWY 09: REIL. PVASI(P SIL)—GA 3.0° TCH 25'. Tree.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 25'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.

WEATHER DATA SOURCES: AWOS-3 119.425 (618) 847-4709.

COMMUNICATIONS: CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

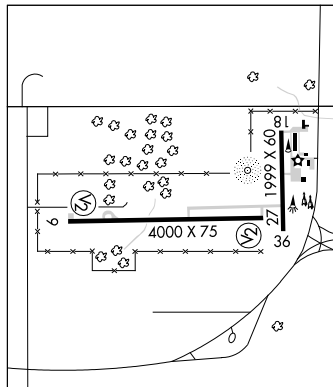
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.

**FLORA MUNI** (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'

ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL

RWY 03: PVASI(P SIL)—GA 3.0° TCH 26'. Tree.

RWY 21: REIL. PVASI(P SIL)—GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dspcd 204'. Tree. RWY 33: Thld dspcd 174'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z±. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dspcd thld marked with white rock and is day use only.

MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (618) 662-8355.

COMMUNICATIONS: CTAF/UNICOM 122.7

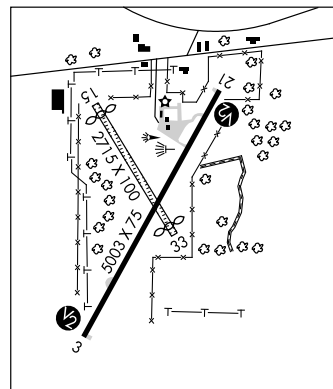
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.

**FOSTER FLD** (See APPLE RIVER)**FRASCA FLD** (See Urbana)

LOC/DME I-RTT  
**108.55**  
Chan **22** (Y)

APP CRS  
211°

Rwy Idg	<b>5003</b>
TDZE	<b>470</b>
Apt Elev	<b>472</b>

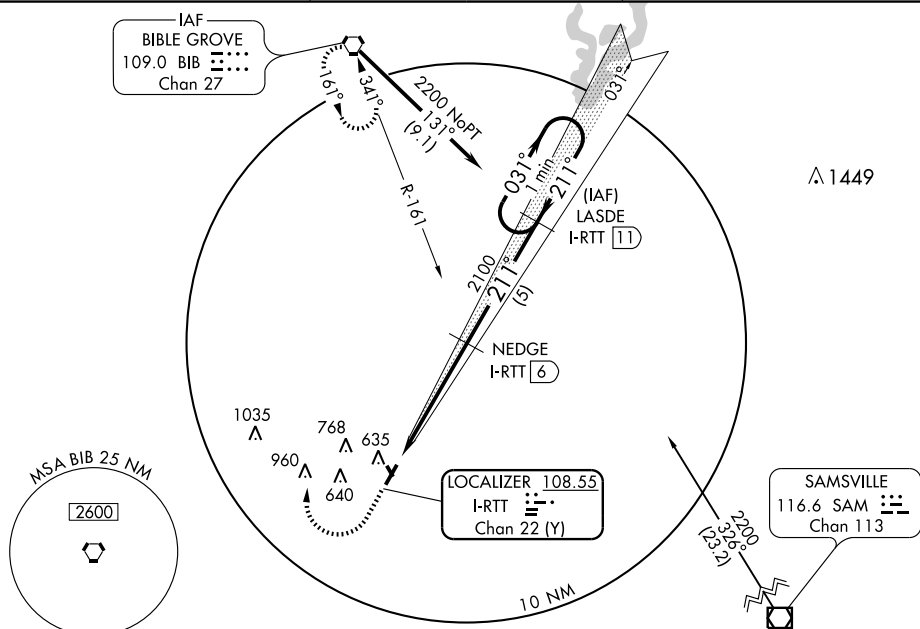
LOC/DME RWY 21  
FLORA MUNI (FOA)

**T** When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 40 feet and Circling Cat C visibility  $\frac{1}{4}$  mile. Visibility reduction by helicopters NA.

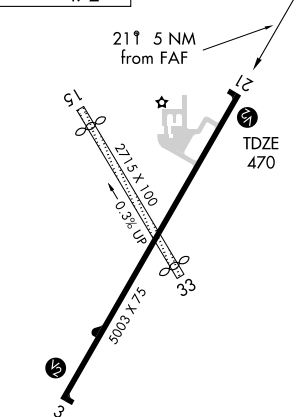
**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

AWOS-3  
**120.175**

KANSAS CITY CENTER  
127.7 317.7

UNICOM  
122.7 (CTAF) **L**

ELEV 472



REIL Rwy 21 **L**  
MIRL Rwy 3-21 **L**

1200 ↑	2300 ↗	BIB 109.0 ⬡	<p>NEDGE I-RTT 6</p> <p>LASDE I-RTT 11 One Minute Holding Pattern</p> <p>031° → 2200 ← 211°</p> <p>211°</p> <p>2100</p> <p>2.99° TCH 45</p> <p>5 NM</p> <p>5 NM</p> <p>VGSI and descent angles not coincident.</p>			
CATEGORY	A	B	C	D		
S-21	820-1 350 (400-1)				NA	
CIRCLING	940-1 468 (500-1)	1120-1 648 (700-1)	1120-1 <sup>3</sup> / <sub>4</sub> 648 (700-1 <sup>3</sup> / <sub>4</sub> )	NA		

FLORA, ILLINOIS  
Orig-C 11MAR10

38°40'N - 88°27'W

FLORA MUNI (FOA)  
LOC/DME RWY 21

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS **031°**  
Rwy ldg **5003**  
TDZE **473**  
Apt Elev **473**

# RNAV (GPS) RWY 3

FLORA MUNI (FOA)

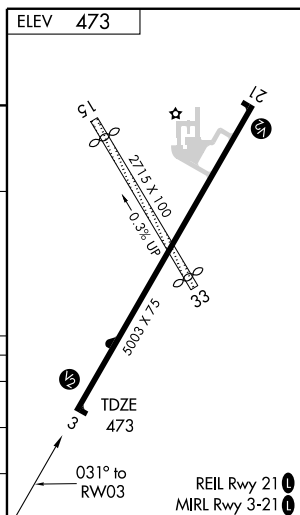
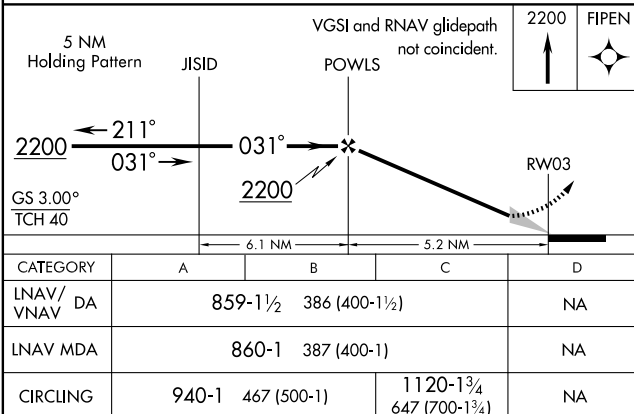
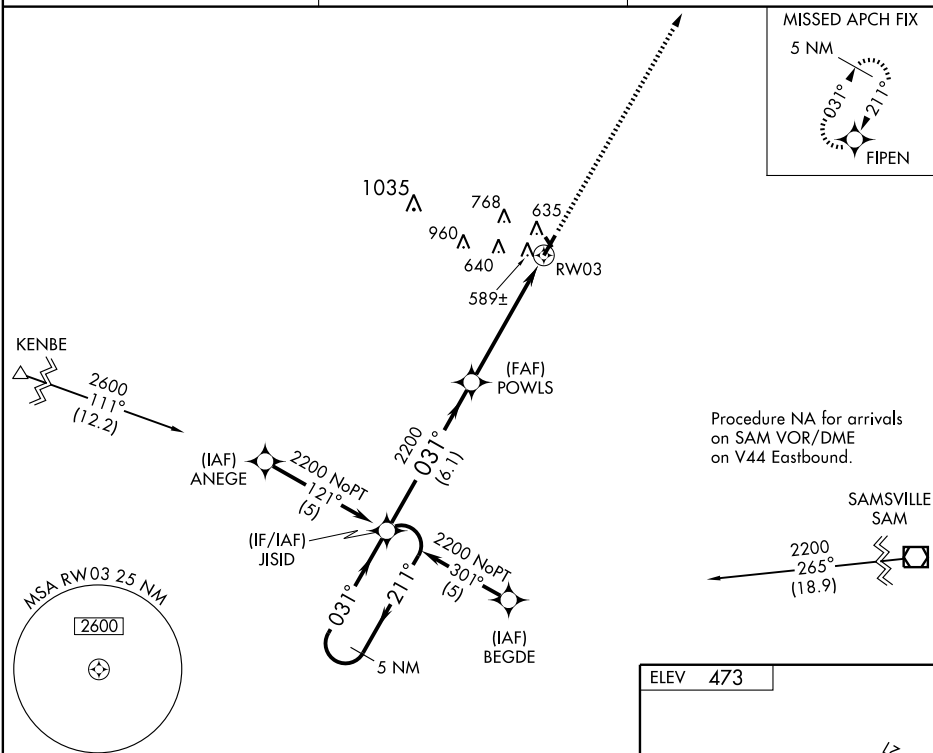
When local altimeter setting not received, use Olney-Noble altimeter setting and increase DA and all MDA 40 feet, increase LNAV and Circling Cat C visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2200 direct  
FIPEN and hold.

AWOS-3  
**120.175**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.7 (CTAF) 0**



APP CRS  
**211°**

Rwy ldg **5003**  
TDZE **470**  
Apt Elev **473**

# RNAV (GPS) RWY 21

FLORA MUNI (FOA)



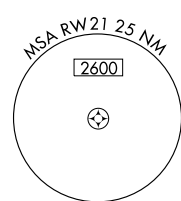
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Olney-Noble altimeter setting  
and increase all DA/MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 2200 direct  
JISID and hold.

AWOS-3  
**120.175**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.7 (CTAF) 0**



(IAF)  
BIBLE GROVE  
BIB

2200 NoPT  
127°  
(8.8)

5 NM

(IF/IAF)  
FIPEN

2200 NoPT  
301°  
(5)

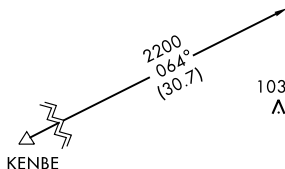
(IAF)  
AGAKE

△ 1449

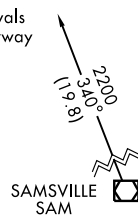
Procedure NA for arrivals  
on BIB VORTAC airway  
radials 067 CW 078.

(FAF)  
HANEL

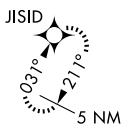
Procedure NA for arrivals  
on SAM VOR/DME airway  
radials 263 CW 278.



1035  
△  
635  
△  
768  
△  
960  
△  
640  
△  
RW21

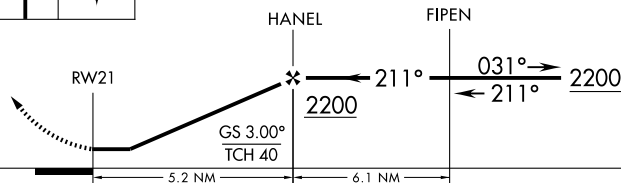


## MISSED APCH FIX



VGSI and descent  
angles not coincident.

5 NM  
Holding Pattern



HANEL

FIPEN

RW21

GS 3.00°  
TCH 40

2200

211°

031°

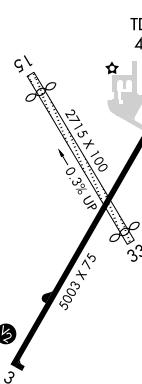
2200

5.2 NM

6.1 NM

ELEV 473

211° to  
RW21



REIL Rwy 21 0  
MIRL Rwy 3-21 0

## FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z†, Sat 1400-2300Z†. Ultralight and glider activity on and in/ovf arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18-36 thlds marked with in-ground conc markers. Rwy 13-31 thlds marked with in-ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 and twy lgts preset on low ints SS-SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.525 (815) 233-4472.**COMMUNICATIONS:** CTAF/UNICOM 122.8

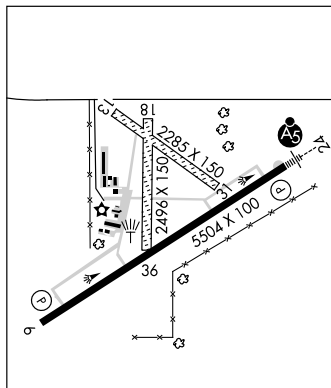
Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'

W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.



CHICAGO

H-5D, L-28G

IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Thld dsplcd 360'. Road.

**AIRPORT REMARKS:** Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0230Z†, Sat-Sun 1300-0100Z†. Self serve 100LL avbl 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 109.8 GBG (309) 343-3711.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†) CLNC DEL 120.7

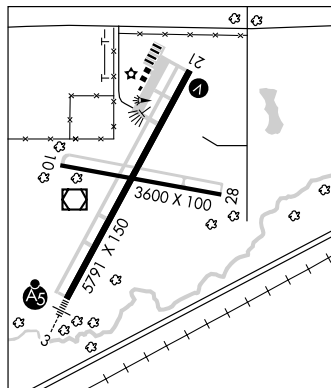
Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

**AIRSPACE:** CLASS E svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.



CHICAGO

H-5D, L-27B

IAP

GALT FLD (See GREENWOOD/WONDER LAKE)

GEN-AIR PARK (See GENESEO)

LOC/DME I-PJE <b>108.3</b> Chan <b>20</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>5504</b> Apt Elev <b>847</b> <b>859</b>
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## ILS or LOC RWY 24

FREEPORT/ALBERTUS (FEP)



For inoperative MALSR, increase S-LOC 24 Cats A and B visibility to 1. If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet.



MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE Int/I-PJE 12.5 DME and hold.

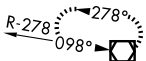
AWOS-3  
**120.525**

ROCKFORD APP CON  
**126.0 327.0**

CLNC DEL  
**121.85**

UNICOM  
**122.8** (CTAF) **0**

ALTERNATE  
MISSED APCH FIX



ROCKFORD  
110.8 RFD Chan 45

IAF  
JANESVILLE  
114.3 JVL Chan 90

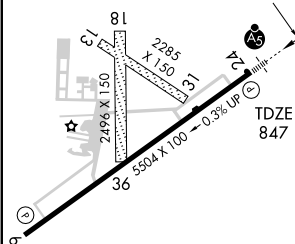
Procedure NA for arrival on  
JVL VOR/DME airway radials  
147 CW 278.

MSA JVL 30 NM

3100

ELEV 859

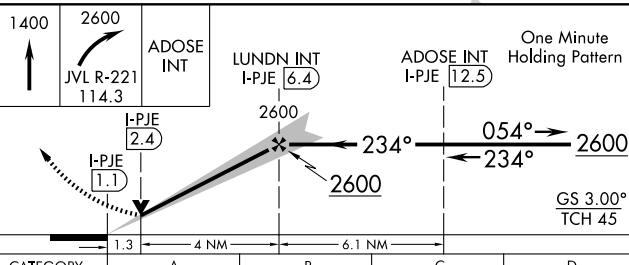
234° 5.3 NM  
from FAF



MRL Rwy 6-24 **0**  
REIL Rwy 6 **0**

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 24	1047- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 24	1300- $\frac{3}{4}$ 453 (500- $\frac{3}{4}$ )			1300-1 453 (500-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1 $\frac{1}{2}$ 521 (600- $\frac{1}{2}$ )	1440-2 581 (600-2)

WAAS CH <b>56404</b> <b>W06A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>859</b> <b>859</b>
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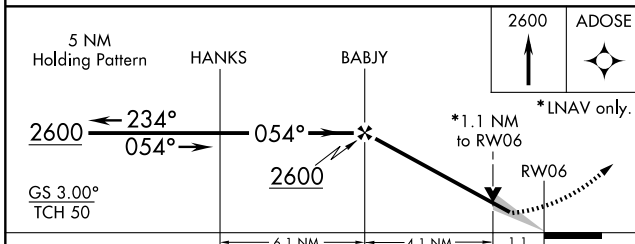
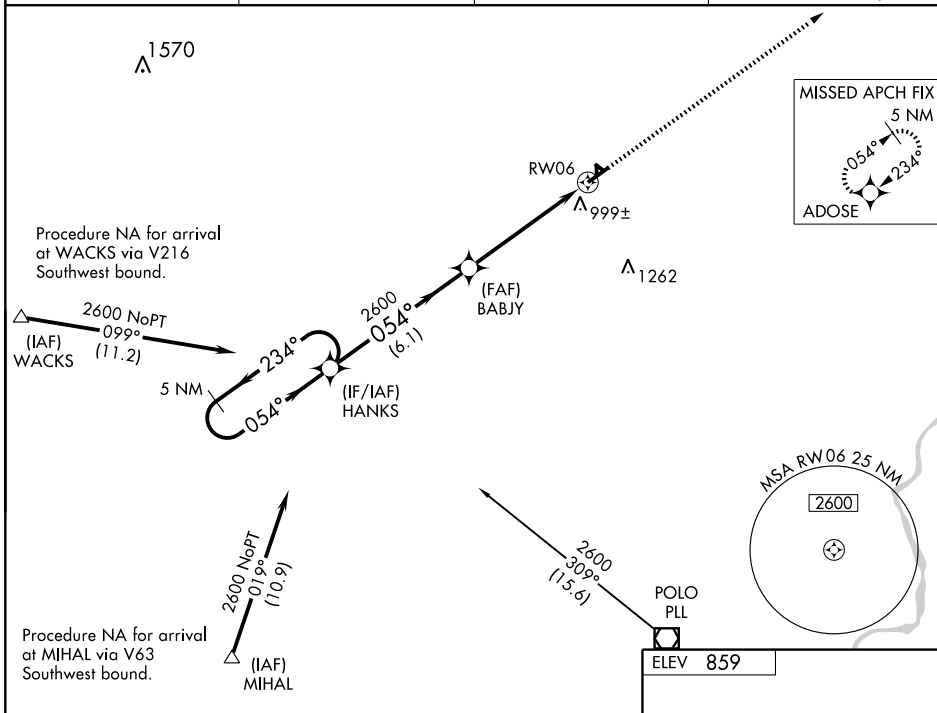
# RNAV (GPS) RWY 6

## FREEPORT/ALBERTUS (FEP)

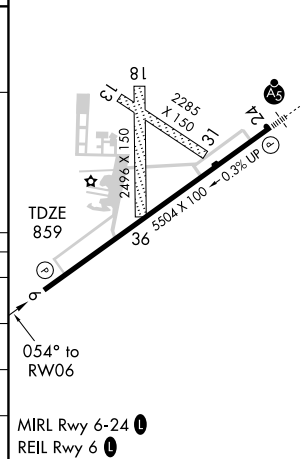
**⚠** If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting.

MISSED APPROACH: Climb to 2600 direct ADOSE and hold.

AWOS-3 <b>120.525</b>	ROCKFORD APP CON <b>126.0 327.0</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1109-1 250 (300-1)			
LNAV/VNAV DA	1371-1¾ 512 (600-1¾)			
LNAV MDA	1260-1 401 (500-1)		1260-1¾ 401 (500-1¾)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)





WAAS CH <b>78403</b> <b>W24A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>847</b> Apt Elev <b>859</b>	<b>5504</b>
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# RNAV (GPS) RWY 24

## FREEPORT/ALBERTUS (FEP)

▼ If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).  
 ▲ Baro-VNAV and VDP NA when using Rockford altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cats A, B and C to 1. Inoperative table does not apply to LNAV Cat. D.

MALSR



MISSED APPROACH:  
Climb to 2600 direct HANKS and hold.

AWOS-3

**120.525**

ROCKFORD APP CON

**126.0 327.0**

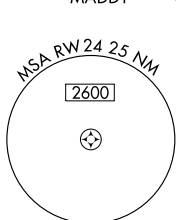
CLNC DEL

**121.85**

UNICOM

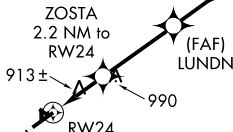
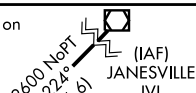
**122.8 (CTAF) 0**

MADDY



2600  
114°  
(20.1)

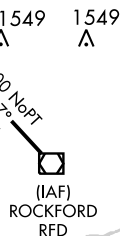
Procedure NA for arrival on  
JVL VOR/DME via V216  
northeast bound.



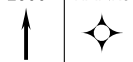
913 ±

1262

Procedure NA for arrival on  
RFD VOR/DME airway radials  
278 CW 327.



2600 HANKS

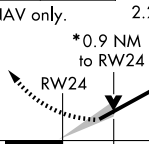


\*LNAV only.

ZOSTA  
2.2 NM to  
RW24

LUNDN

ADOSE

5 NM  
Holding Pattern\*0.9 NM  
to RW24

\*1580

2600

234°

054°

2600

GS 3.00°

TCH 45

0.9	1.3 NM	3.1 NM	6.1 NM	
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CATEGORY	A	B	C	D
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LPV DA	1097-3/4	250 (300-3/4)		
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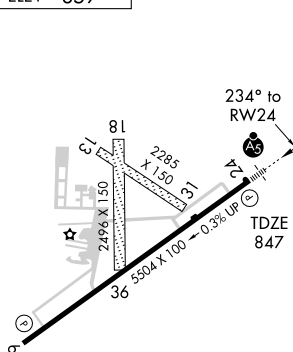
LNAV/VNAV DA	1097-3/4	250 (300-3/4)		
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LNAV MDA	1180-3/4	333 (400-3/4)	1180-1	333 (400-1)
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CIRCLING	1300-1	1340-1	1380-1 1/2	1440-2
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	441 (500-1)	481 (500-1)	521 (600-1 1/2)	581 (600-2)
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ELEV 859



MIRL Rwy 6-24 0

REIL Rwy 6 0

VOR/DME JVL <b>114.3</b> Chan <b>90</b>	APP CRS <b>225°</b>	Rwy Idg <b>5504</b> TDZE <b>847</b> Apt Elev <b>859</b>
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VOR RWY 24  
FREEPORT/ALBERTUS(FEP)

**T**  
**A** If local altimeter setting not received, use Rockford altimeter setting and increase all MDAs 80 feet.

MALSR

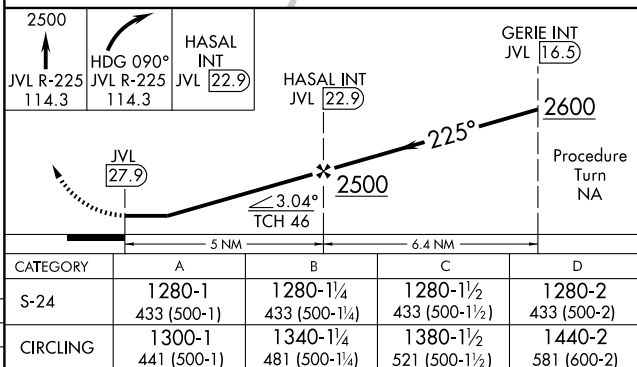
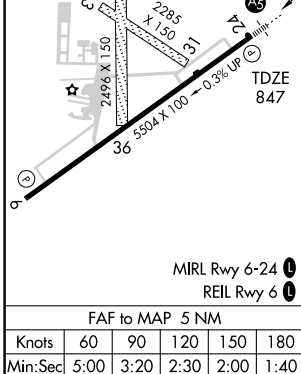
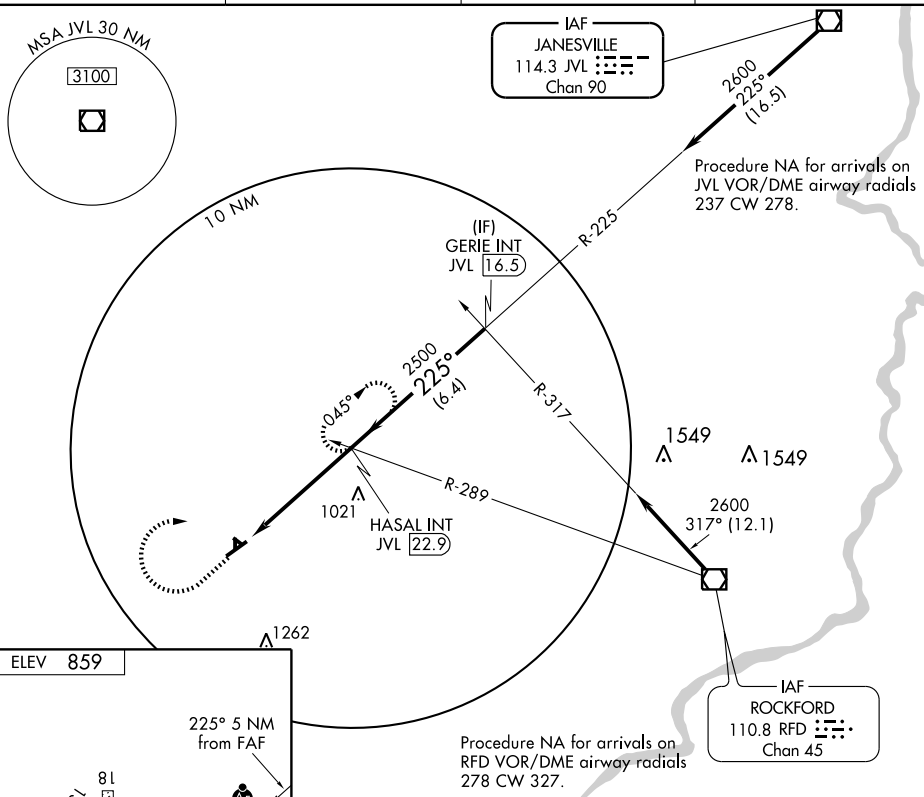
MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.

AWOS-3  
120.525

ROCKFORD APP CON  
126.0 327.0

CLNC DEL  
**121.85**

UNICOM  
122.8 (CTAF) **L**



## FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z†, Sat 1400-2300Z†. Ultralight and glider activity on and in/ovf arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18-36 thlds marked with in-ground conc markers. Rwy 13-31 thlds marked with in-ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 and twy lgts preset on low ints SS-SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.525 (815) 233-4472.**COMMUNICATIONS:** CTAF/UNICOM 122.8

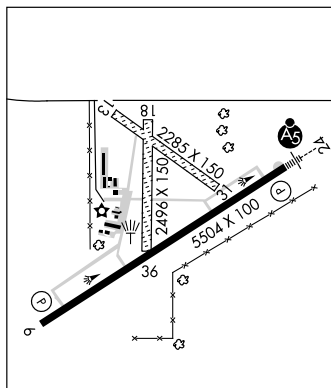
Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'

W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.



CHICAGO

H-5D, L-28G

IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Thld dsplcd 360'. Road.

**AIRPORT REMARKS:** Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0230Z†, Sat-Sun 1300-0100Z†. Self serve 100LL avbl 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 109.8 GBG (309) 343-3711.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†) CLNC DEL 120.7

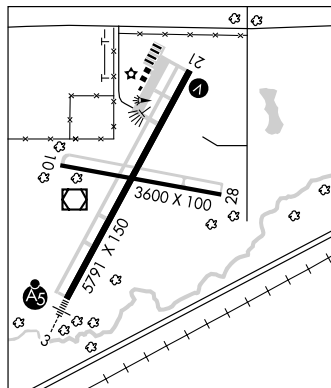
Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

**AIRSPACE:** CLASS E svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.



CHICAGO

H-5D, L-27B

IAP

GALT FLD (See GREENWOOD/WONDER LAKE)

GEN-AIR PARK (See GENESEO)

LOC I-GBG <b>110.7</b>	APP CRS <b>025°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>763</b> <b>764</b>
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# ILS or LOC RWY 3

GALESBURG MUNI (GBG)



MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

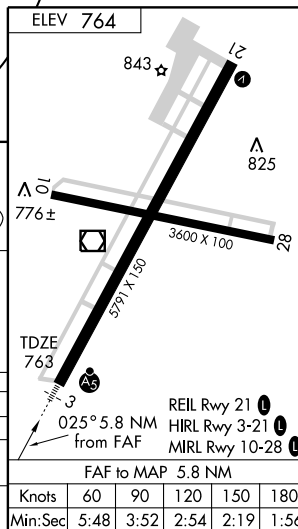
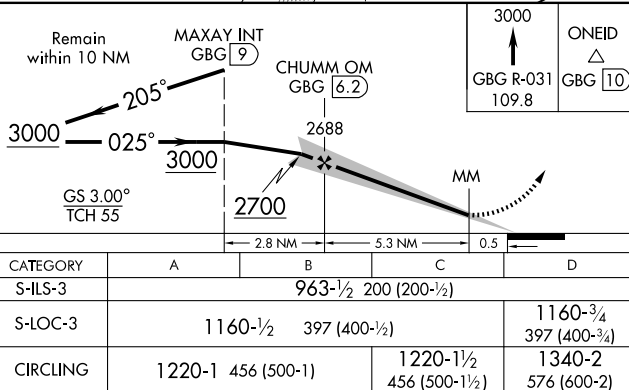
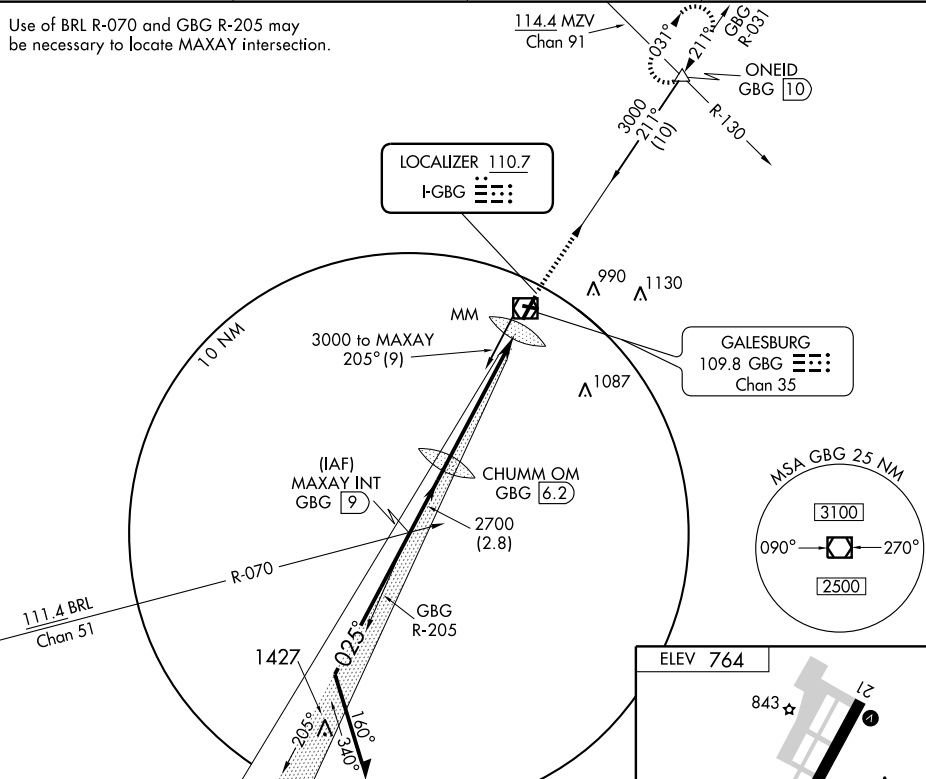
AWOS-3  
**109.8**

QUAD CITY APP CON ★  
**118.2 257.8**

CLNC DEL  
**120.7**

UNICOM  
**123.0**(CTAF) **0**

Use of BRL R-070 and GBG R-205 may be necessary to locate MAXAY intersection.



VOR/DME GBG <b>109.8</b> Chan <b>35</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>763</b> <b>764</b>
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# VOR or GPS RWY 3

GALESBURG MUNI (GBG)



For inoperative MALSR, increase Cat D S-3 visibility ¼ mile.



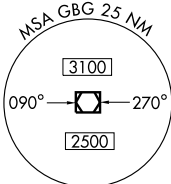
MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3  
**109.8**

QUAD CITY APP CON★  
**118.2 257.8**

CLNC DEL  
**120.7**

UNICOM  
**123.0** (CTAF) **0**



114.4 MZV  
Chan 91

R-031

ONEID  
GBG **10**

R-130

GALESBURG  
109.8 GBG  
Chan 35

2400  
199° (6)

990

1130

1087

R-065

111.4 BRL  
Chan 51

019°

134°

1427

R-199

10 NM

334°

ELBEE INT  
GBG **6**

3000

GBG R-031  
109.8

ONEID  
GBG **10**

Remain  
within 10 NM

2400

199°

019°

2400

VOR/DME

5.6 NM

CATEGORY

A

B

C

D

S-3

1160-½

397 (400-½)

1160-1

397 (400-1)

CIRCLING

1220-1

456 (500-1)

1220-½

456 (500-½)

1340-2

576 (600-2)

ELEV 764

843

12

825

776±

019° to  
VOR/DME

3600 X 100

5791 X 150

TDZE  
763

REIL Rwy 21 **0**

HIRL Rwy 3-21 **0**

MIRL Rwy 10-28 **0**

VOR/DME GBG <b>109.8</b> Chan <b>35</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev	<b>5791</b> <b>764</b> <b>764</b>
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# VOR or GPS RWY 21

GALESBURG MUNI (GBG)



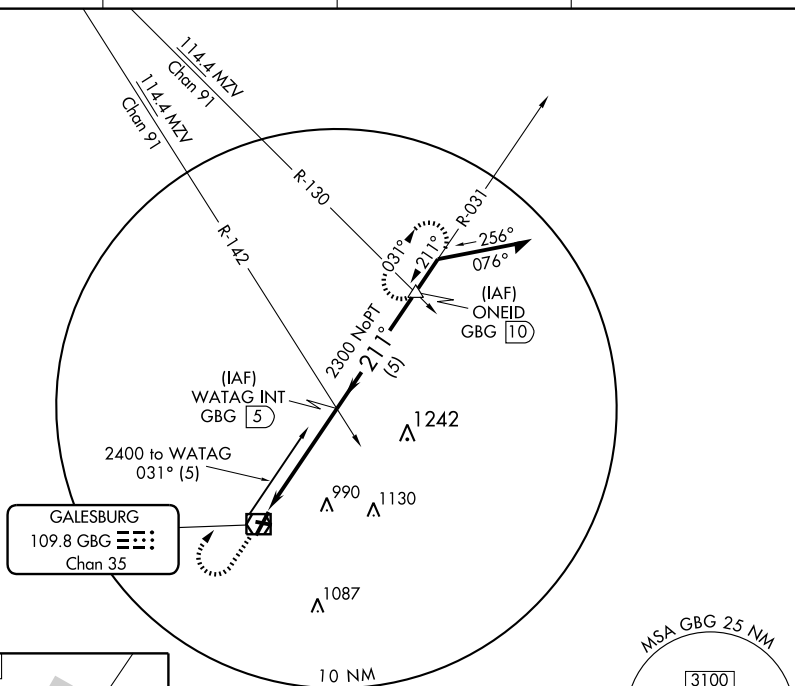
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3  
**109.8**

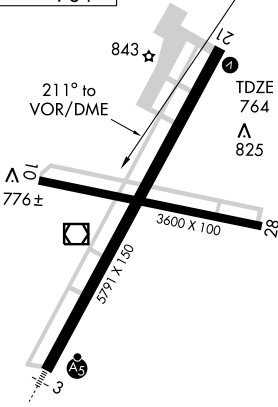
QUAD CITY APP CON ★  
**118.2 257.8**

CLNC DEL  
**120.7**

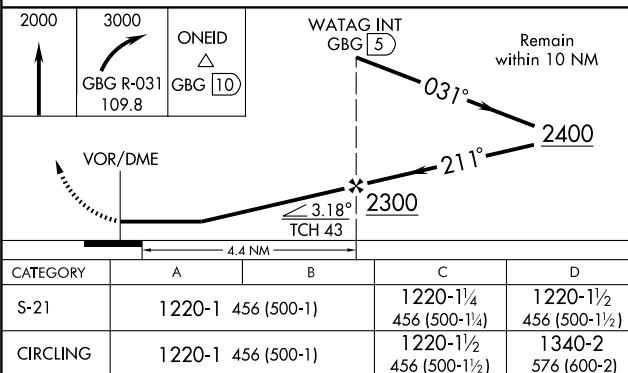
UNICOM  
**123.0** (CTAF) **0**



ELEV **764**



REIL Rwy 21 **0**  
HIRL Rwy 3-21 **0**  
MIRL Rwy 10-28 **0**



## GENESEO

**GEN-AIRPARK** (3G8) 2 SE UTC-6(-5DT) N41°26.39' W90°06.60'

CHICAGO

645 TPA-1445 (800) NOTAM FILE IKK

**RWY 09-27:** 2568X120 (TURF) LIRL (NSTD)

**RWY 09:** Thld dspld 240'. Road.

**RWY 27:** Thld dsplcd 300'. Road.

**AIRPORT REMARKS:** Attended irregularly. Parachute activity on and invof arpt. Rwy 09-27 dsplcd thld marked with a 10' strip of gravel outward from both sides of rwy. Rwy 09-27 NSTD LIRL; NSTD spacing and ints.

**COMMUNICATIONS:** CTAF 122.9

**GILMY** N42°06.87' W89°05.92' NOTAM FILE RFD.

CHICAGO

**NDB (LOM)** 275 RF 001° 4.9 NM to Chicago/Rockford Intl.

**GOOEY** N38°28.68' W89°44.27' NOTAM FILE BLV.

ST LOUIS

**NDB (LOM)** 385 JD 309° 6.1 NM to Scott AFB/MidAmerica. No NOTAM MP Tue 1200-1600Z†.

**GRANDPAS' FARM MENDOTA** (See MENDOTA)

## GRAYS LAKE

**CAMPBELL** (C81) 2 SW UTC-6(-5DT) N42°19.48' W88°04.45'

CHICAGO

788 B S4 **FUEL** 100LL TPA-1588(800) NOTAM FILE IKK

COPTER

**RWY 06-24:** 3573X40 (ASPH-TURF)

L-28H, A

**RWY 06:** Trees.

**RWY 24:** Thld dsplcd 301'. Tree.

IAP

**RWY 09-27:** H3270X40 (ASPH) LIRL (NSTD) 0.3% up E

**RWY 09:** TRCV(TRIL)—GA 4.0°. Trees.

**RWY 27:** TRCV(TRIL)—GA 4.0°. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun

1330-2300Z†. Be alert: model acft flying ½ mile SE of Rwy 27 thld. No touch and go ldg permitted. Unlgt'd power lines 167' AGL ¾ mile S of Rwy 09-27. Rwy 06-24 pavement has several areas of loose debris, cracks and depressions. Rwy edges drop off in excess of 2 inches. Rwy 24 NSTD dsplcd thld white stripe marking only. Rwy 06-24 SW 1000' portion turf-grvl. Rwy 09-27 NSTD LIRL; spacing and lgt ints varies. NSTD TRIL Rwy 09 and Rwy 27 only operational dusk-dawn.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**NORTHBROOK (H) VORW/DME** 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 321° 8.2 NM to fld. 758/2W.



**GREATER BEARDSTOWN** (See BEARDSTOWN)

**GREATER KANKAKEE** (See KANKAKEE)

**GREATER PEORIA RGNL** (See PEORIA)

APP CRS	Rwy Idg	N/A
118°	TDZE	N/A
	Apt Elev	788

# RNAV (GPS) -B

GRAYSLAKE/CAMPBELL (C81)

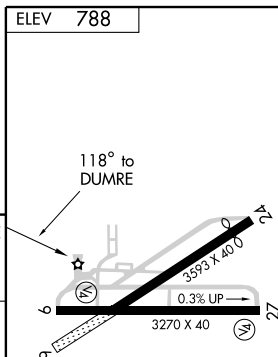
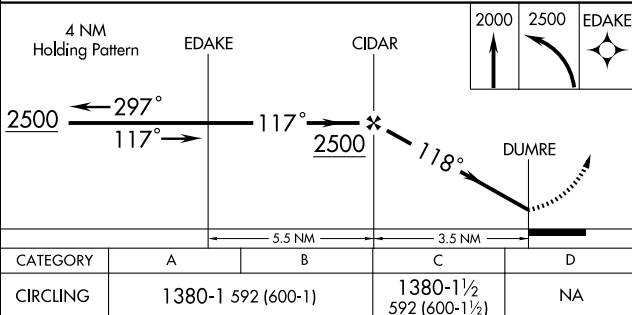
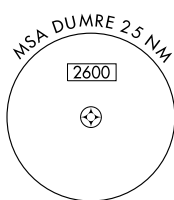
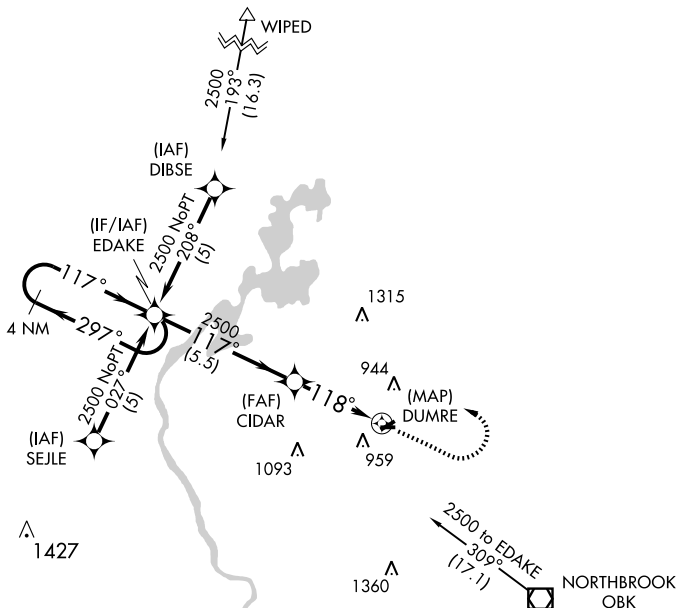


Use Chicago O'Hare altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing  
left turn to 2500 direct EDAKE WP and hold.

CHICAGO APP CON  
**120.55 315.6**

UNICOM  
**122.7 (CTAF)**



LRL Rwy 9-27



VOR/DME <b>113.0</b> Chan <b>77</b>	OBK	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>788</b>
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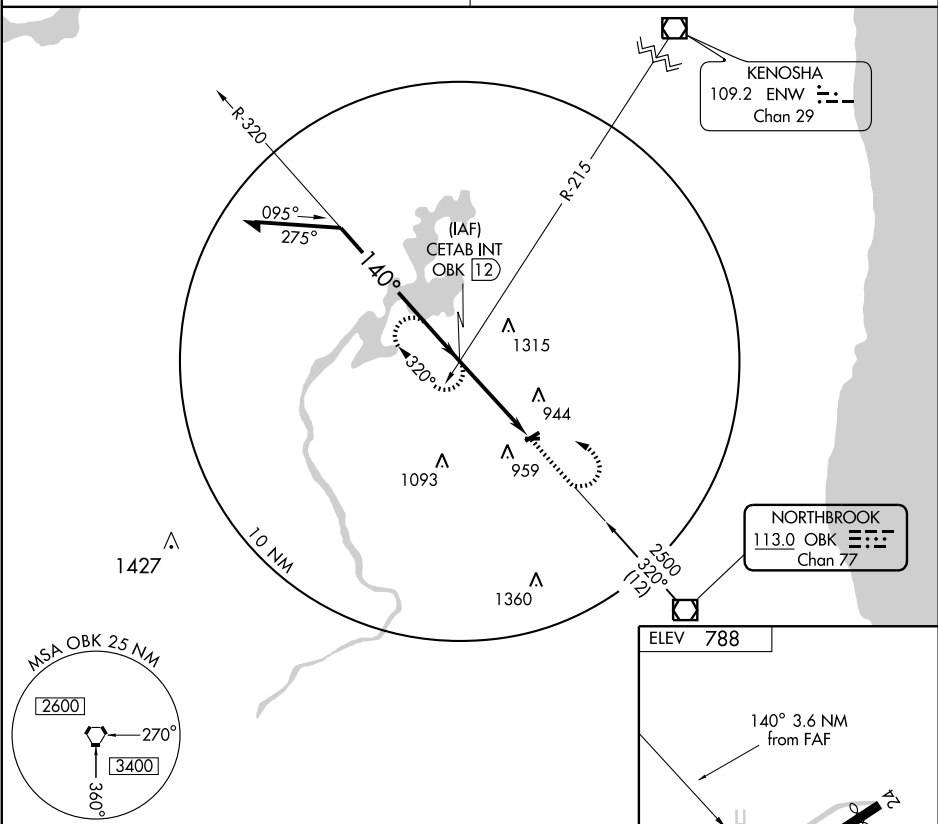
**VOR-A**

GRAYSLAKE/CAMPBELL (C81)

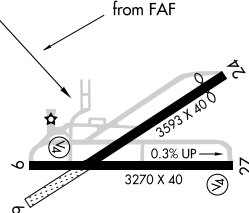


Use Chicago O'Hare altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.

CHICAGO APP CON  
**120.55 315.6**UNICOM  
**122.7 (CTAF)**

ELEV 788

140° 3.6 NM  
from FAF

LURL Rwy 9-27

Remain  
within 10 NMCETAB INT  
OBK 12

2500

OBK R-320  
113.0CETAB INT  
OBK 12OBK  
8.4

2500

140°

2500

3.6 NM

CATEGORY	A	B	C	D
CIRCLING	1500-1 712 (800-1)		1500-2 712 (800-2)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

**GREENVILLE** (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

RWY 18: REIL. PVASI(P SIL)—GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree RWY 27: Thld displcd 600'. Tree.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-2300Z†, Apr-Sep

1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 displ thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

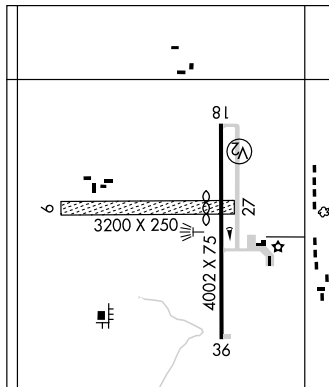
KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM. 618-664-1939.



## GREENWOOD/WONDER LAKE

**GALT FLD** (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

875 B S4 FUEL 100LL OX 3,4 TPA-1675(800) NOTAM FILE IKK

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. RWY 27: Tree.

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld displcd 200'. Tree.

RWY 36: Thld displcd 270'. Pole.

**AIRPORT REMARKS:** Attended May-Sep 1300-0200Z†, Oct-Apr

1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 displcd thlds marked with A-frames painted black and yellow.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

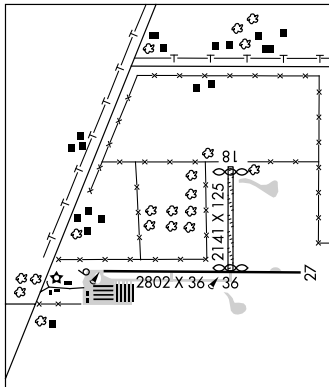
W87°57.11' 302° 21.8 NM to fld. 758/2W.

CHICAGO

COPTER

L-28H, A

IAP



APP CRS  
**179°**

Rwy Idg **4002**  
TDZE **540**  
Apt Elev **541**

# RNAV (GPS) RWY 18

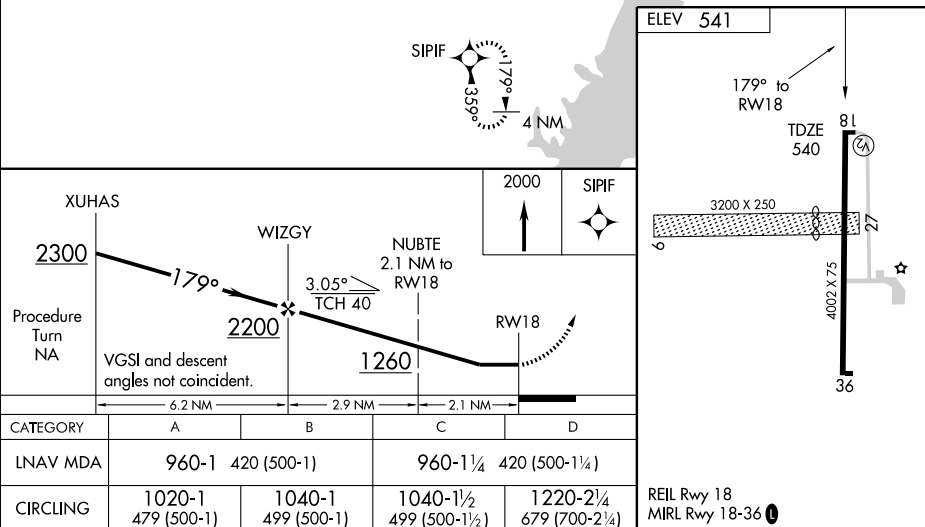
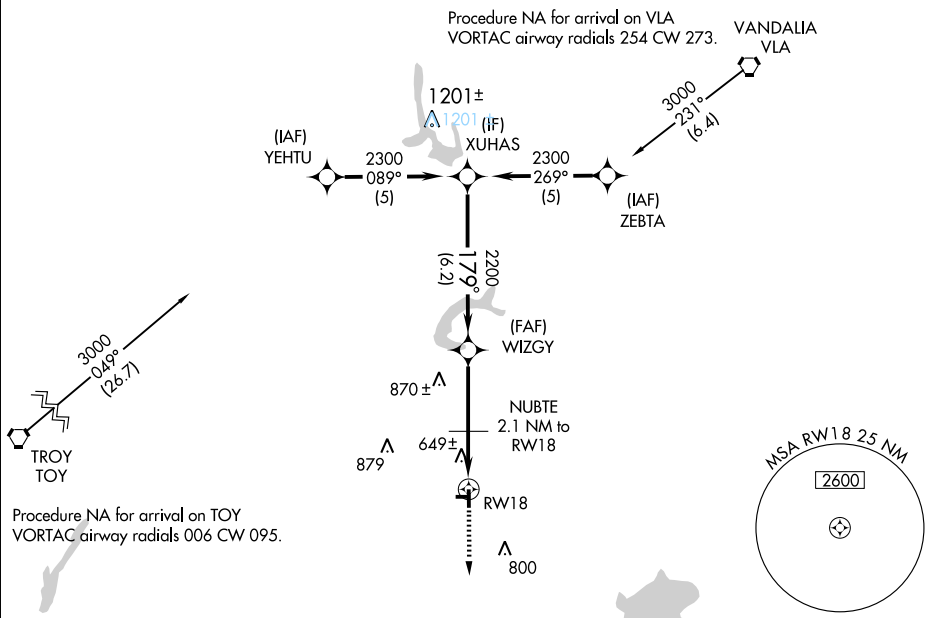
GREENVILLE (GRE)

▼ DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
▲ NA Use Salem-Leckrone altimeter setting; when not received, use Centralia Muni altimeter setting

MISSED APPROACH: Climb to 2000 direct SIPIF and hold.

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.05 (CTAF) 0**



VORTAC VLA <b>114.3</b> Chan <b>90</b>	APP CRS <b>209°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>541</b>
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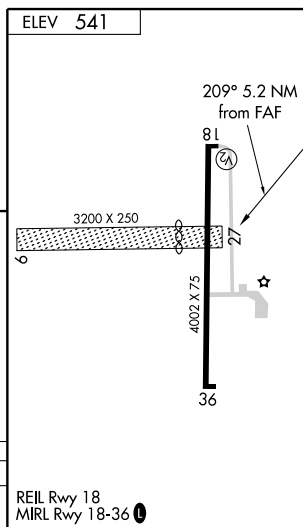
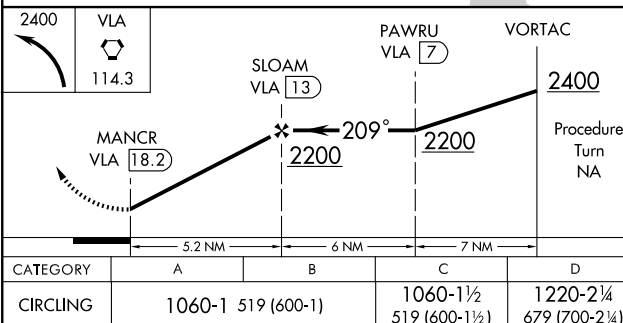
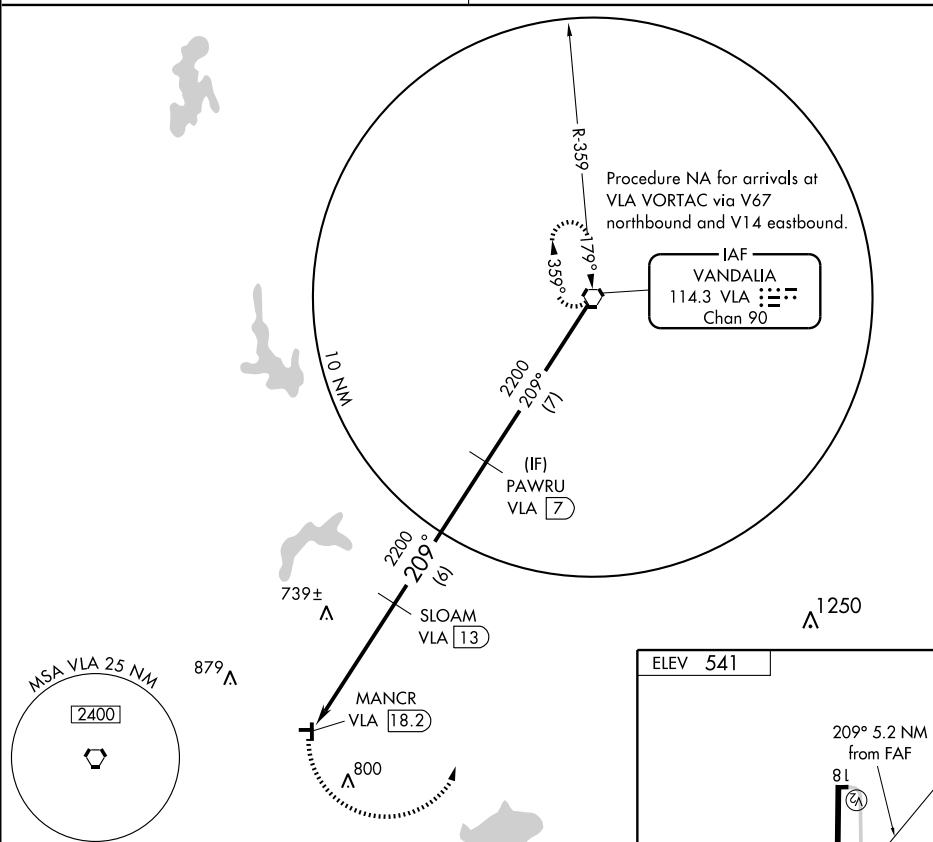
**VOR/DME-A**  
GREENVILLE (GRE)

▼ Use Solem-Leckrone altimeter setting. When not received, use Centralia altimeter setting.  
▲ NA

MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.05 (CTAF) 0**



**GREENVILLE** (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

541 B S2 FUEL 100LL, JET A TPA—1341(800) NOTAM FILE STL

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

RWY 18: REIL. PVASI(P SIL)—GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree Rwy 27: Thld displcd 600'. Tree.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-2300Z†, Apr-Sep 1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 displ thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

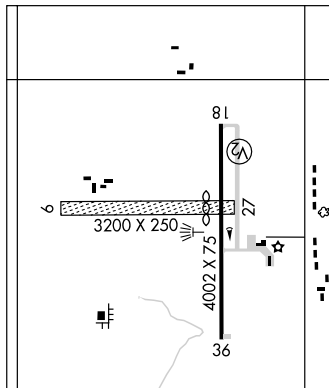
VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM. 618-664-1939.**GREENWOOD/WONDER LAKE****GALT FLD** (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

875 B S4 FUEL 100LL OX 3, 4 TPA—1675(800) NOTAM FILE IKK

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. Rwy 27: Tree.

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld displcd 200'. Tree.

RWY 36: Thld displcd 270'. Pole.

**AIRPORT REMARKS:** Attended May-Sep 1300-0200Z†, Oct-Apr 1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 displcd thlds marked with A-frames painted black and yellow.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

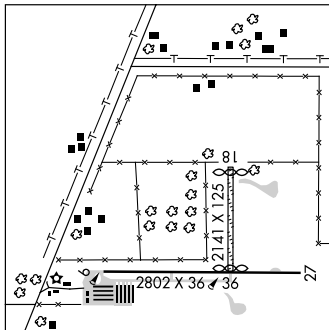
W87°57.11' 302° 21.8 NM to fld. 758/2W.

CHICAGO

COPTER

L-28H, A

IAP



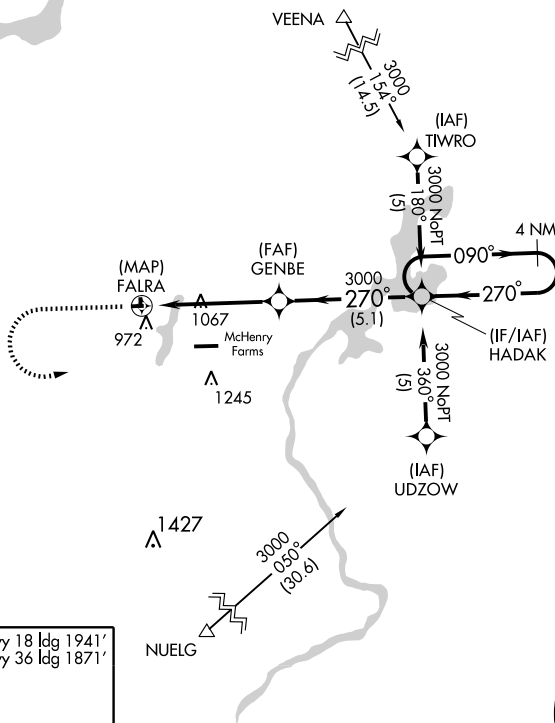
APP CRS  
**270°**Rwy Idg  
TDZE  
Apt Elev**N/A**  
**N/A**  
**875**

AL-6106 (FAA)

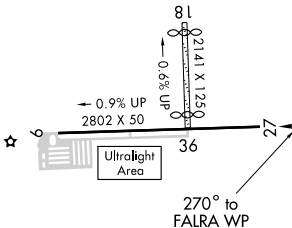
**RNAV (GPS)-B**  
GREENWOOD/ GALT FIELD (10C)

**NA** Use Waukegan Rgnl altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

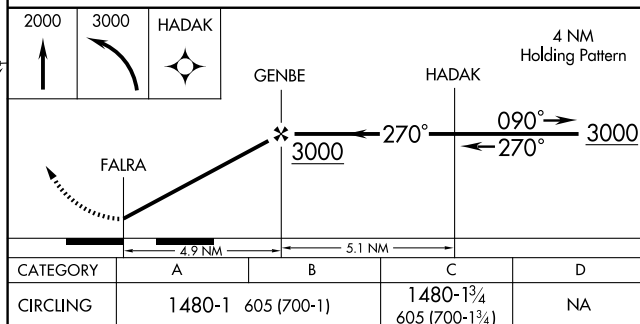
**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.

CHICAGO APP CON  
**120.55 315.6**UNICOM  
**122.8 (CTAF)**

ELEV 875

Rwy 18 ldg 1941'  
Rwy 36 ldg 1871'

LIRL Rwy 9-27



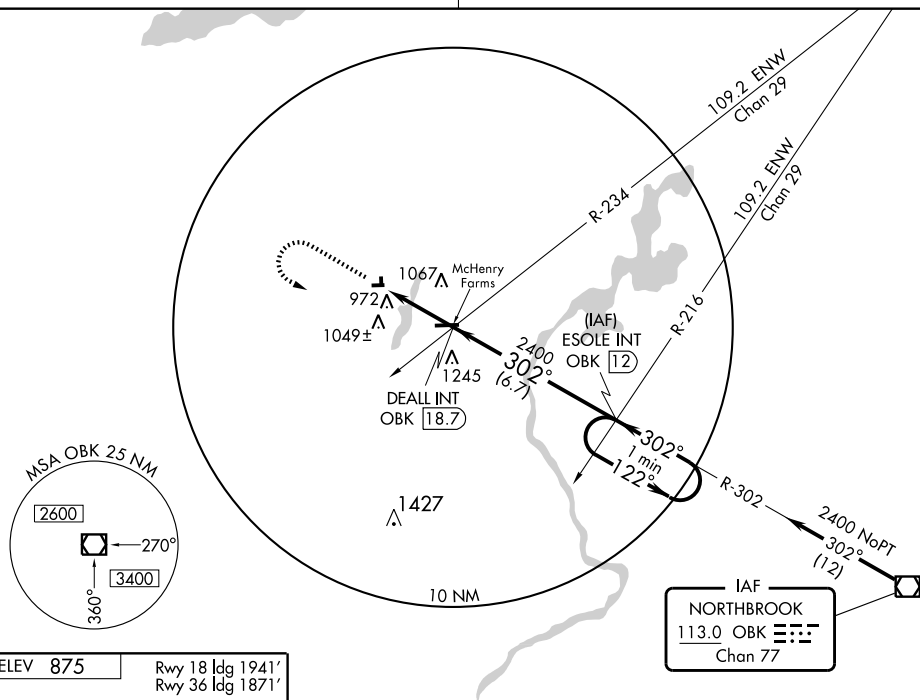
VOR-A  
GREENWOOD/GALT FIELD (10C)

**A** NA Use Waukegan Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.

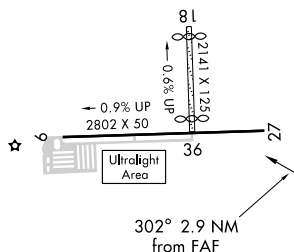
CHICAGO APP CON  
120.55 315.6

UNICOM  
122.8 (CTAF)

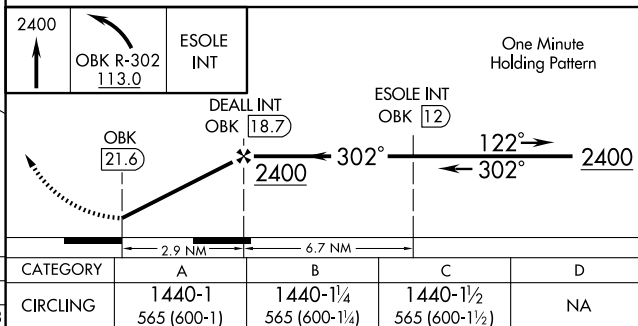


ELEV 875

Rwy 18 ldg 1941'  
Rwy 36 ldg 1871'



LIRL Rwy 9-27



GREENWOOD/WONDER LAKE, ILLINOIS

Amdt 10 08213

GREENWOOD/ GALT FIELD (10C)

42°24'N - 88°23'W

VOR-A

**HARRISBURG****HARRISBURG—RALEIGH** (HSB) 4 N UTC−6(−5DT) N37°48.68' W88°33.02'ST LOUIS  
H—5E, L—161  
IAP

398 B S2 FUEL 100LL JET A TPA—1198(800) NOTAM FILE HSB

RWY 06—24: H5013X75 (ASPH) S—12 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 14—32: H2764X75 (ASPH) S—26 MIRL

RWY 14: Pole. RWY 32: Pole.

**AIRPORT REMARKS:** Attended 1400–2300Z. For fuel after hrs call arpt manager at 618–926–0640 (cell) or 618–937–3674. Ultralight activity on and in/ov arpt. MIRL Rwy 06–24 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 14–32, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS—3 135.925 (618) 253–3010.**COMMUNICATIONS:** CTAF/UNICOM 122.8

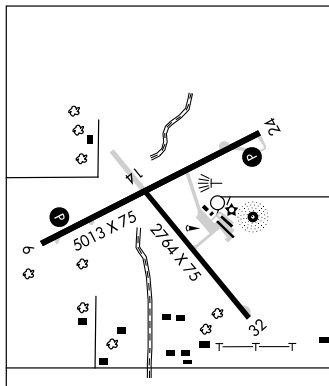
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 257° 38.1 NM to fld. 384/3E. HIWAS.

NDB (MHW) 230 HSB N37°48.70' W88°32.72' at fld. NOTAM  
FILE HSB.

**HARTENBOWER HECTARES** (See LOSTANT)**HARVARD****DACY** (ØCØ) 1 SW UTC−6(−5DT) N42°24.15' W88°37.94'

CHICAGO

913 S4 FUEL 100LL TPA—1513(600) NOTAM FILE IKK

RWY 09—27: 3589X105 (TURF)

RWY 09: Thld dsplcd 300'. Tree. RWY 27: Tree.

RWY 14—32: 2633X100 (TURF)

RWY 14: Thld dsplcd 681'. Tree.

RWY 18—36: 2577X120 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 305'. Road.

**AIRPORT REMARKS:** Attended 1400–0400Z. Rwy 18–36 NSTD LIRL; NSTD spacing and non-frangible. Rwy 18–36 2,272' lighted. Rwy 09 dsplcd thld marked with white tires. Rwy 14 dsplcd thld marked with white tires. Rwy 18 dsplcd thld marked with white tires and orange and white barrels.

**COMMUNICATIONS:** CTAF 122.9**HAVANA RGNL** (9IØ) 5 SE UTC−6(−5DT) N40°13.27' W90°01.37'

CHICAGO

499 B TPA—1499(1000) NOTAM FILE IKK

RWY 09—27: 2235X100 (TURF) LIRL

**AIRPORT REMARKS:** Attended irregularly. 9' crops E of Rwy 27 thld—seasonal.**COMMUNICATIONS:** CTAF 122.9**HIGHLAND—WINET** (HØ7) 3 NE UTC−6(−5DT) N38°46.76' W89°38.43'

ST LOUIS

537 TPA—1337(800) NOTAM FILE STL

RWY 18—36: 2692X200 (TURF)

RWY 36: Thld dsplcd 354'. Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Extensive glider ops along W side of rwy; gliders fly opposite pattern to powered acft. Rwy 36 dsplcd thld marked with white tires; also both sides of rwy marked with white tires. To assure firm turf; do not taxi S of above ground fuel tank.

**COMMUNICATIONS:** CTAF 122.9



NDB HSB <b>230</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>5013</b> <b>396</b> <b>396</b>
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# NDB RWY 24

HARRISBURG-RALEIGH (HSB)



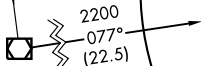
MISSED APPROACH: Climb to 2200 then  
right turn direct to HSB NDB and hold.

AWOS-3  
**135.925**

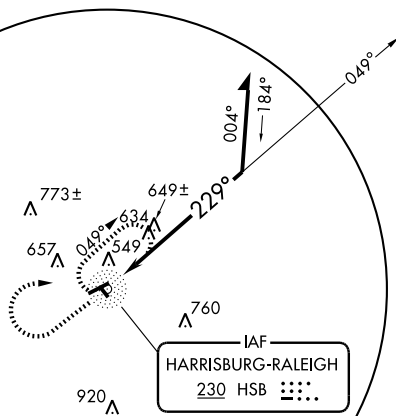
KANSAS CITY CENTER  
**125.3 269.5**

UNICOM  
**122.8 (CTAF) 0**

MARION  
110.4 MWA  
Chan 41

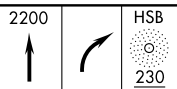
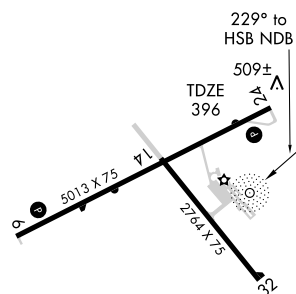


10 NM

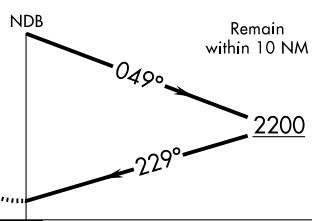
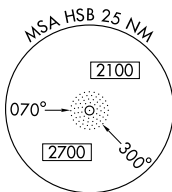


IAF  
HARRISBURG-RALEIGH  
**230** HSB

ELEV 396



1318



CATEGORY	A	B	C	D
S-24	1000-1 604 (700-1)		1000-1 <sup>3</sup> / <sub>4</sub> 604 (700-1 <sup>3</sup> / <sub>4</sub> )	1000-2 604 (700-2)
CIRCLING	1000-1 604 (700-1)		1000-1 <sup>3</sup> / <sub>4</sub> 604 (700-1 <sup>3</sup> / <sub>4</sub> )	1000-2 604 (700-2)

REIL Rwy 6 and 24  
MRL Rwy 6-24 and 14-32

HARRISBURG, ILLINOIS  
Amdt 10A 10154

37°49'N - 88°33'W

HARRISBURG-RALEIGH (HSB)

# NDB RWY 24

APP CRS **063°**  
 Rwy Idg **5013**  
 TDZE **394**  
 Apt Elev **398**

# RNAV (GPS) RWY 6

HARRISBURG-RALEIGH (HSB)

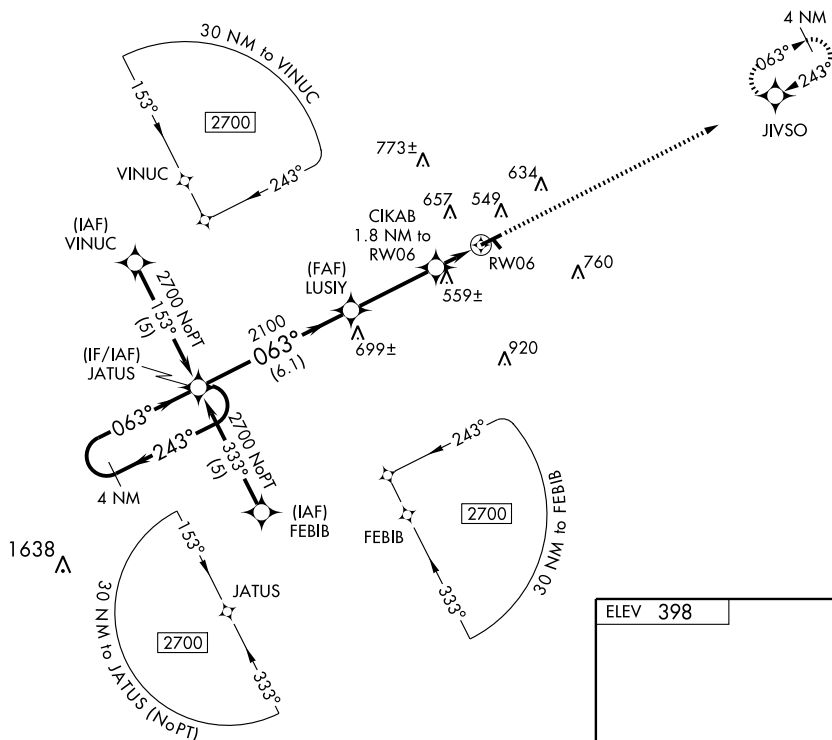
**▼** When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDAs 80 feet and increase LNAV and Circling Cats. C and D visibilities ¼ mile. VDP NA when using Williamson County Rgnl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct JIVSO and hold.

AWOS-3  
**135.925**

KANSAS CITY CENTER  
**125.3 269.5**

UNICOM  
**122.8 (CTAF) 0**



4 NM Holding Pattern JATUS

2700 ← 243°  
 063° →

LUSIY

2100

3.04°

TCH 35

980

1.3 NM to RW06

2000

JIVSO

CIKAB

1.8 NM to RW06

1.3 NM to RW06

RW06

TDZE

394

5013 X 75

2764 X 75

063° to RW06

CATEGORY	A	B	C	D
LNAV MDA	820-1	426 (500-1)	820-1¼	426 (500-1¼)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwy 6 and 24 **0**  
 MRL Rwy 6-24 and 14-32 **0**

APP CRS **243°**  
 Rwy Idg **5013**  
 TDZE **396**  
 Apt Elev **398**

# RNAV (GPS) RWY 24

HARRISBURG-RALEIGH (HSB)

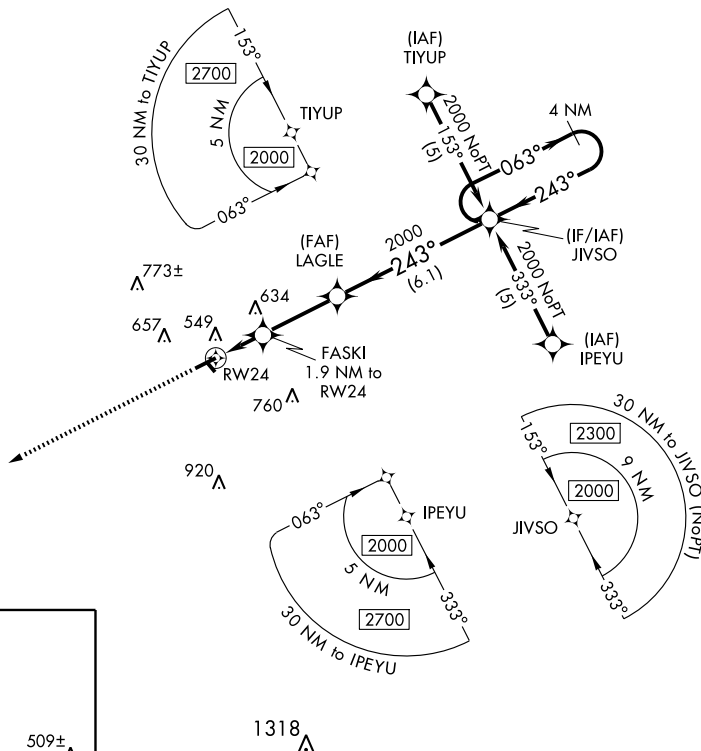
**▼** When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDAs 80 feet and increase LNAV and Circling Cats. C and D visibilities ¼ mile. VDP NA when using Williamson County Rgnl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2700 direct JATUS and hold.

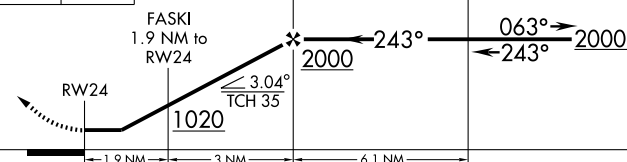
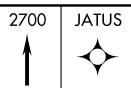
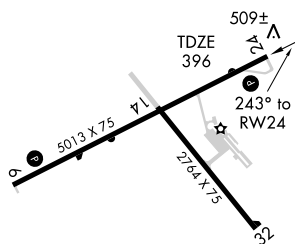
AWOS-3  
**135.925**

KANSAS CITY CENTER  
**125.3 269.5**

UNICOM  
**122.8 (CTAF) ①**



ELEV **398**



CATEGORY	A	B	C	D
LNAV MDA	880-1	484 (500-1)	880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwy 6 and 24 ①  
 MRL Rwy 6-24 and 14-32 ①

**HILLSBORO MUNI** (3K4) 2 SE UTC-6(-5DT) N39°08.67' W89°27.42'

ST LOUIS

637 TPA-1437(800) NOTAM FILE STL

**RWY 18-36:** 4150X200 (TURF) LIRL (NSTD)

**RWY 18:** P-line. **RWY 36:** Thld dsplcd 1050'. Tree.

**AIRPORT REMARKS:** Unattended. Minimum security prison  $\frac{3}{4}$  mile SW of arpt, maintain TPA on left downwind and base leg of Rwy 36. Rwy 18-36 soft when wet, use center portion. Rwy 18-36 S 1050' rough. This area is not lighted and is marked by dsplcd thld, which consists of white rock and 3 red thld lights on each side of rwy. N end of rwy also marked with white rock and three red thld lights on both sides of rwy. For NSTD LIRL Rwy 18-36 call 217-532-2173. Rwy 18-36 NSTD LIRL due to spacing. Rwy 18 obstruction marked with orange balls. NOTE:

See Special Notices—Model Rocket Activity.

**COMMUNICATIONS:** CTAF 122.9

**HINCKLEY** (ØC2) 3 W UTC-6(-5DT) N41°46.25' W88°42.21'

CHICAGO

760 TPA-1560(800) NOTAM FILE IKK

**RWY 09-27:** 2640X100 (TURF)

**AIRPORT REMARKS:** Attended irregularly. Parachute Jumping. Extensive parachute jumping and glider ops conducted surface-17,500'. Rwy 09-27 not plowed; use at own risk. Arpt may be unusable under very wet conditions.

**COMMUNICATIONS:** CTAF 122.9

**HOMER** N40°01.59' W87°57.19' NOTAM FILE STL.

CHICAGO

**NDB (MHW)** 281 HMJ 302° 13.4 NM to Frasca fld. VFR only. OTS indef.

**HUSKK** N39°46.39' W89°45.59' NOTAM FILE SPI.

ST. LOUIS

**NDB (MHW/LOM)** 382 SP 043° 5.7 NM to Abraham Lincoln Capital.

L-27C

**ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (See PERU)

**INGERSOLL** (See CANTON)

**JACKSONVILLE MUNI** (IJX) 3 N UTC-6(-5DT) N39°46.48' W90°14.30'

ST LOUIS

624 B S4 FUEL 100LL, JET A TPA-1424(800) NOTAM FILE IJX

H-5D, L-27B

**RWY 13-31:** H5000X75 (ASPH) S-22, D-28 MIRL

IAP

**RWY 13:** REIL. VASI(V4L)—GA 3.0° TCH 36'. Pole.

**RWY 31:** REIL. Trees.

**RWY 04-22:** H4001X75 (ASPH) MIRL

**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. CAUTION: Deer on and in/ov arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 04-22 and REIL Rwy 13 and Rwy 31 and twy lgts—CTAF. Southeast twy lgts OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 108.6 IJX (217) 243-6379.

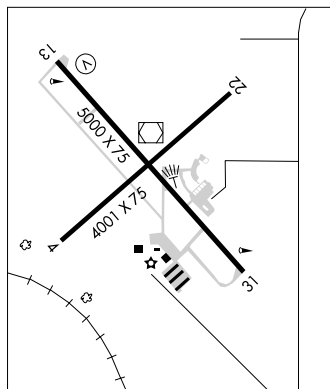
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **SPRINGFIELD APP/DEP CON** 118.45 118.6 (1200-0400Z±)  
CLNC DEL 118.45

**KANSAS CITY CENTER APP/DEP CON** 127.275 (0400-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IJX.

(T) **VORW/DME** 108.6 IJX Chan 23 N39°46.59'  
W90°14.32' at fld. 615/2E. AWOS-3.



**JOLIET** N41°32.78' W88°19.10' NOTAM FILE IKK.

CHICAGO

(H) **VORTAC** 112.3 JOT Chan 70 103°6.7 NM to Joliet Rgnl. 592/2E.

H-5E, L-28H, A

DME unusable byd 35 NM blo 2800'.

**RCO** 122.1R 112.3T (KANKAKEE RADIO)

**RCO** 122.5 (KANKAKEE RADIO)

APP CRS	Rwy Idg	<b>4001</b>
<b>042°</b>	TDZE	<b>620</b>
	Apt Elev	<b>624</b>

# RNAV (GPS) RWY 4

## JACKSONVILLE MUNI (IJX)



VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3  
**108.6**

SPRINGFIELD APP CON ★  
**118.45 118.6 323.0**

CLNC DEL  
**118.45**

UNICOM  
**122.8** (CTAF) **0**

Procedure NA for arrival at  
SEXTN via V580 Northbound  
and via V50 Westbound.

SEXTN

PRUITT A  
MOA

(IAF)  
CITIX

(IF/IAF)  
JANGI

PRUITT B  
MOA

(FAF)  
GELBE

(IAF)  
FIMEN

RW04

Δ 1123



ELEV 624

4 NM  
Holding Pattern

2700

222°

042°

JANGI

GELBE

2300

1.7 NM to  
RW04

RW04



CATEGORY

A

B

C

D

LNAV MDA

1220-1 600 (600-1)

1220-1½  
600 (600-1½)

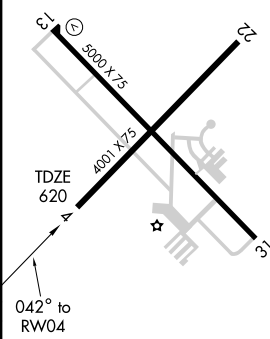
1220-1¾  
600 (600-1¾)

CIRCLING

1220-1 596 (600-1)

1220-1½  
596 (600-1½)

1220-2  
596 (600-2)



REIL Rwy 13 and 31 **0**  
MIRL Rwy 4-22 and 13-31 **0**

APP CRS	Rwy Idg	<b>5000</b>
<b>132°</b>	TDZE	<b>622</b>
	Apt Elev	<b>624</b>

**RNAV (GPS) RWY 13**

JACKSONVILLE MUNI (IJX)

**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.

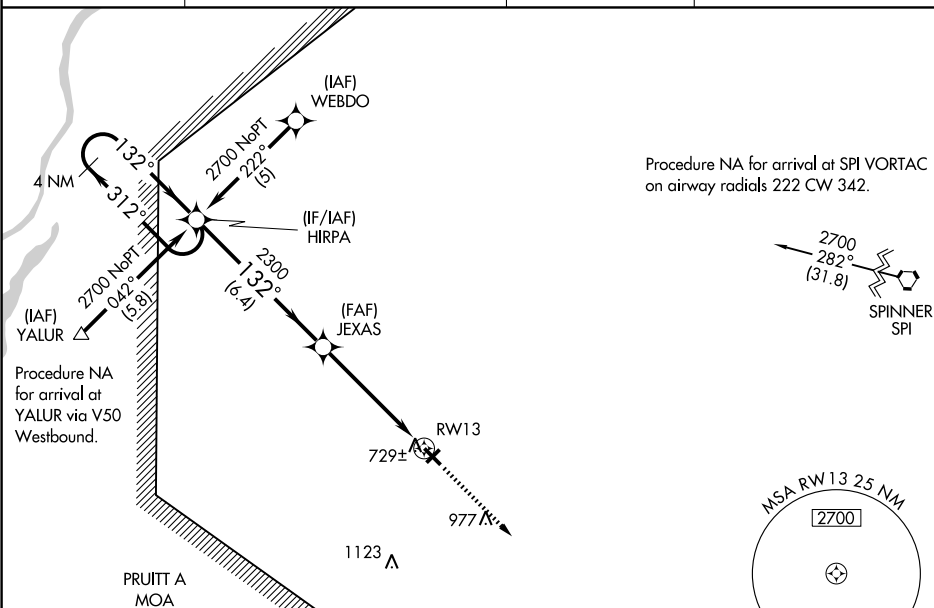
MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3  
**108.6**

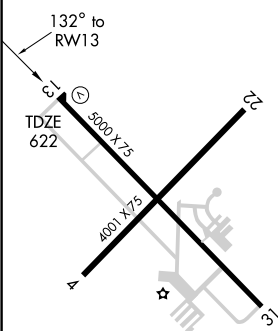
SPRINGFIELD APP CON ★  
**118.45 118.6 323.0**

CLNC DEL  
**118.45**

UNICOM  
**122.8 (CTAF) ①**



ELEV 624



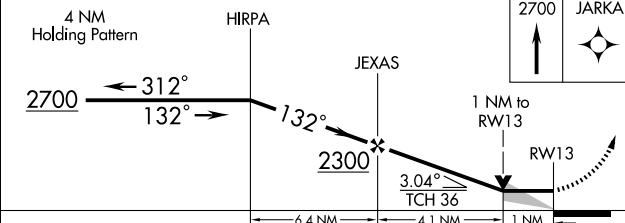
REIL Rwy 13 and 31 ①  
MIRL Rwy 4-22 and 13-31 ①

JACKSONVILLE, ILLINOIS

Orig-A 07186

39°46'N - 90°14'W

JACKSONVILLE MUNI (IJX)  
**RNAV (GPS) RWY 13**

 <div>4 NM Holding Pattern</div> <div>HIRPA</div> <div>JEXAS</div> <div>2700</div> <div>312°</div> <div>132°</div> <div>2300</div> <div>132°</div> <div>3.04°</div> <div>TCH 36</div> <div>1 NM to RW13</div> <div>RW13</div> <div>6.4 NM</div> <div>4.1 NM</div> <div>1 NM</div> <div>2700</div> <div>JARKA</div>				
CATEGORY	A	B	C	D
LNVA MDA	980-1 358 (400-1)			980-1¼ 358 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

APP CRS	Rwy Idg	<b>4001</b>
<b>222°</b>	TDZE	<b>620</b>
	Apt Elev	<b>624</b>

# RNAV (GPS) RWY 22

## JACKSONVILLE MUNI (IJX)

**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.  
VDP NA with Springfield, IL altimeter setting.

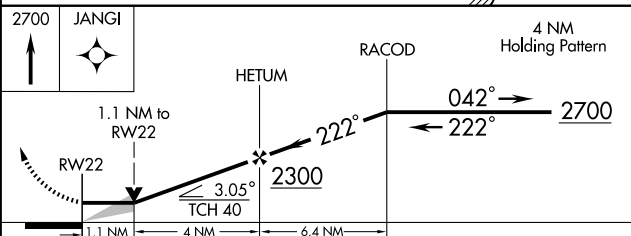
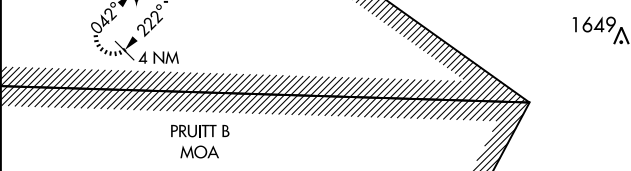
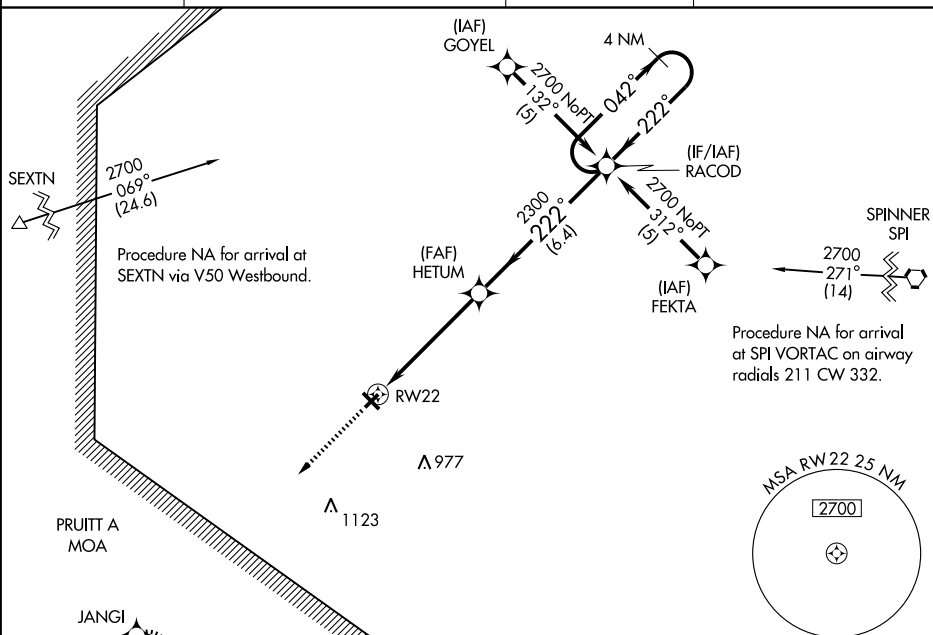
MISSED APPROACH: Climb to 2700 direct JANGI and hold.

AWOS-3  
**108.6**

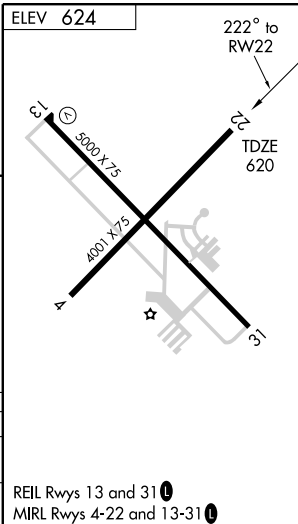
SPRINGFIELD APP CON ★  
**118.45 118.6 323.0**

CLNC DEL  
**118.45**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	1020-1 400 (400-1)			1020-1¼ 400 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)



APP CRS **312°**  
 Rwy Idg **5000**  
 TDZE **624**  
 Apt Elev **624**

# RNAV (GPS) RWY 31

JACKSONVILLE MUNI (IJX)

**A** VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.  
 If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

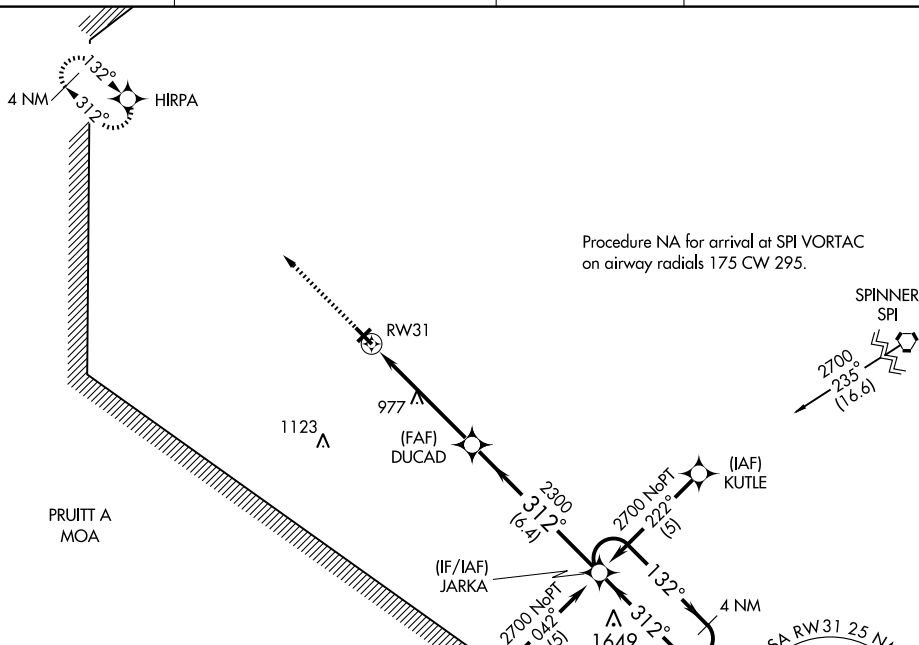
MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

AWOS-3  
**108.6**

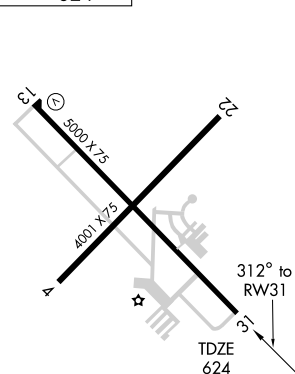
SPRINGFIELD APP CON ★  
**118.45 118.6 323.0**

CLNC DEL  
**118.45**

UNICOM  
**122.8 (CTAF) ①**



ELEV **624**



REIL Rwy 13 and 31 ①  
 MRL Rwy 4-22 and 13-31 ①

2700 HIRPA		4 NM Holding Pattern			
1.9 NM to RW31		JARKA			
RW31		DUCAD			
1.9 NM		312°			
3.2 NM		2300			
6.4 NM		132°			
CATEGORY		A B C D			
LNAV MDA		1280-1 656 (700-1) 1280-1 3/4 656 (700-1 3/4) 1280-2 656 (700-2)			
CIRCLING		1280-1 656 (700-1) 1280-1 3/4 656 (700-1 3/4) 1280-2 656 (700-2)			



VOR/DME IJX <b>108.6</b> Chan <b>23</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>622</b> <b>624</b>
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# VOR RWY 13

JACKSONVILLE MUNI (IJX)

**▲** If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.  
VDP NA with Springfield, IL altimeter setting.

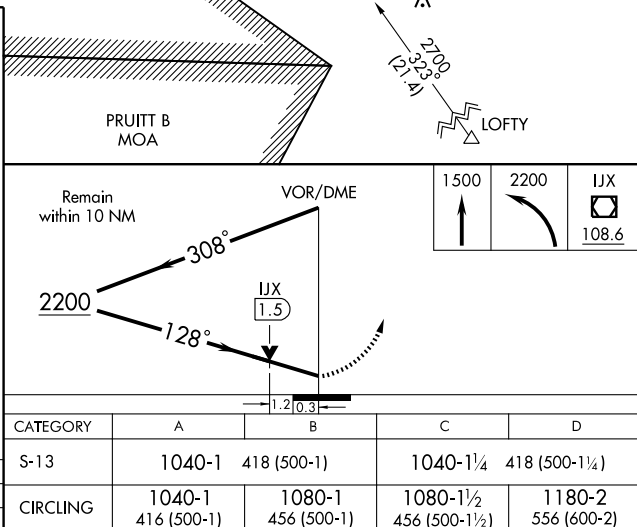
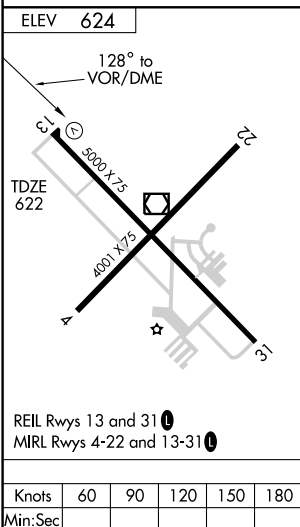
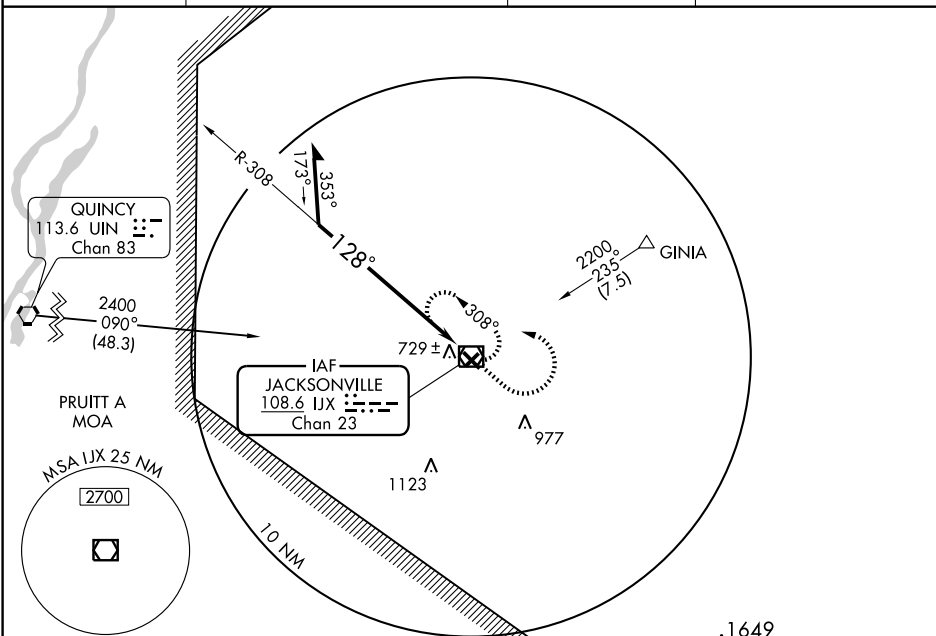
MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct IJX VOR/DME and hold.

AWOS-3  
**108.6**

SPRINGFIELD APP CON ★  
**118.45 118.6 323.0**

CLNC DEL  
**118.45**

UNICOM  
**122.8** (CTAF) **0**



**JOLIET RGNL** (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'.  
Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole. RWY 22: Tree.

**AIRPORT REMARKS:** Attended Apr-Oct 1300Z-0300Z, Nov-Mar 1300-0100Z. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (815) 730-9560.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

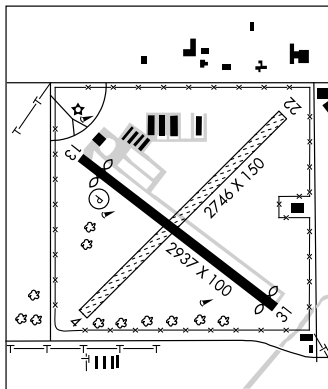
RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 119.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO  
L-28H, A  
IAP

**JONNY** N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

**JULIP** N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

**KANKAKEE** N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO  
L-27C

## KANKAKEE

**GREATER KANKAKEE** (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

**AIRPORT REMARKS:** Attended Apr-Oct 1300-0300Z, Nov-Mar 1300-0100Z. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and infov. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 111.6 IKK (815) 939-4044.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANKAKEE FSS (IKK) on arpt.

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

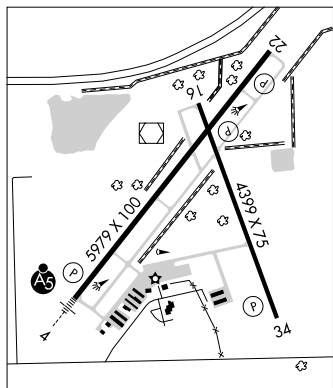
W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47' W87°50.99' at fld. 625/OE. AWOS-3.

LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.

CHICAGO  
H-5E, L-27C  
IAP



APP CRS **130°**  
Rwy ldg **2717**  
TDZE **582**  
Apt Elev **582**

# RNAV (GPS) RWY 13

JOLIET RGNL (JOT)

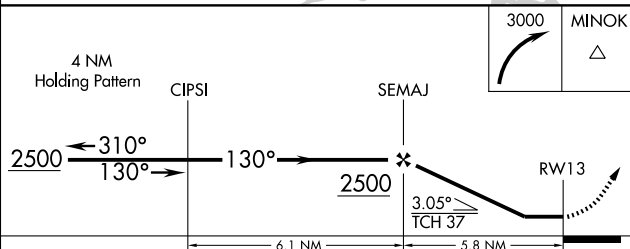
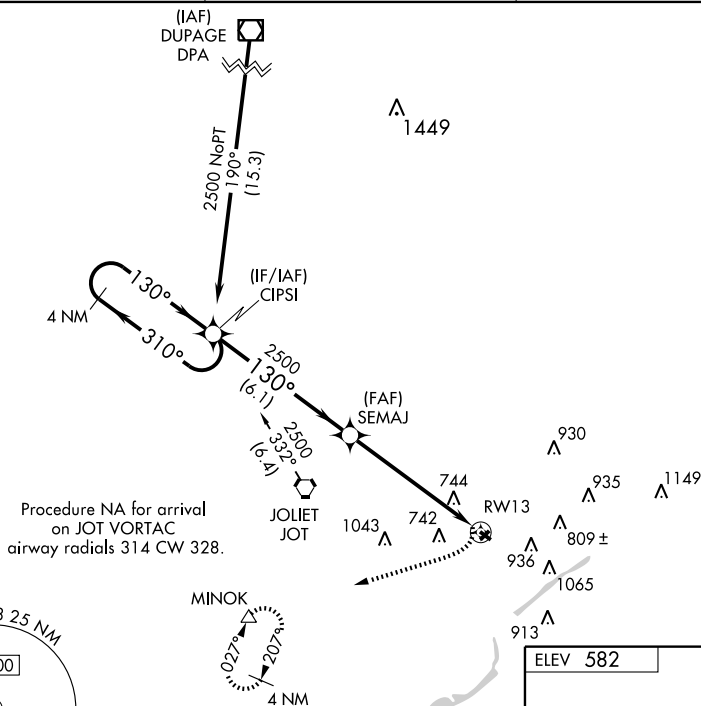
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile.  
▲

MISSED APPROACH: Climbing right turn to 3000 direct MINOK and hold.

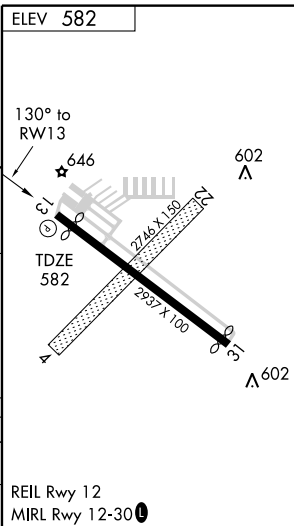
AWOS-3  
**119.975**

CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNAB MDA	1140-1	558 (600-1)	NA	
CIRCLING	1140-1 558 (600-1)	1300-1 718 (800-1)	NA	



VORTAC JOT  
**112.3**  
 Chan **70**

APP CRS  
**102°**

Rwy Idg **2717**  
 TDZE **582**  
 Apt Elev **582**

**VOR RWY 13**  
 JOLIET RGNL (JOT)

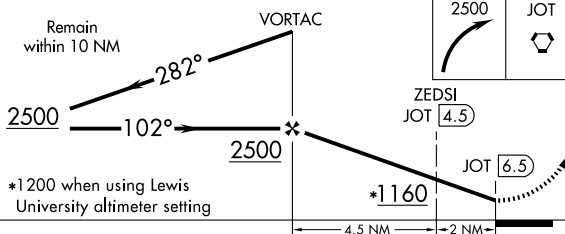
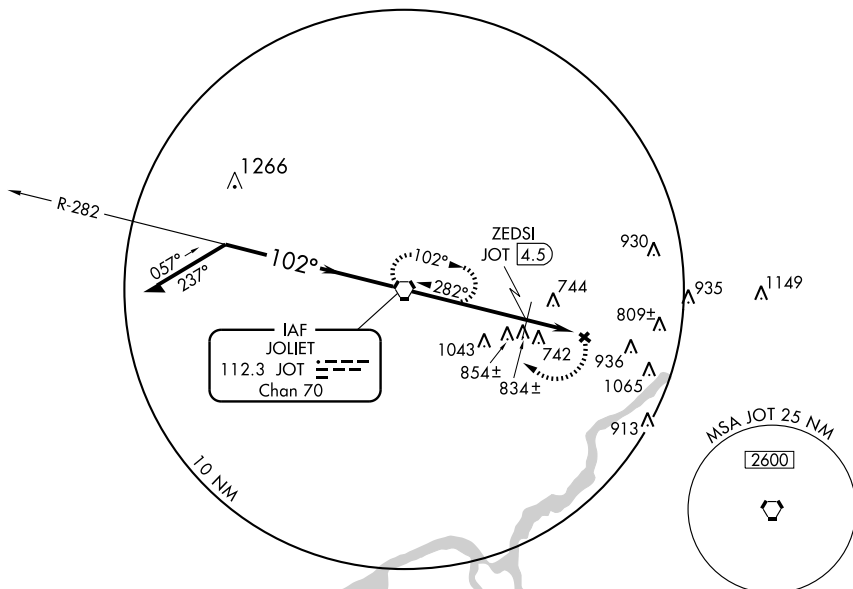
When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility  $\frac{1}{4}$  mile and ZEDSI fix minimums. Circling Cat B visibility  $\frac{1}{4}$  mile. Visibility reduction by helicopters NA.

MISSED APPROACH:  
 Climbing right turn to 2500  
 direct JOT VORTAC and hold.

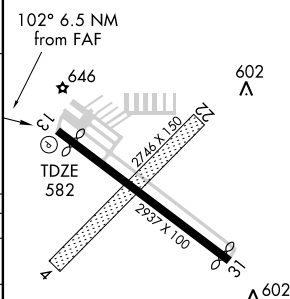
AWOS-3  
**119.975**

CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.7 (CTAF) 0**



ELEV **582**



CATEGORY	A	B	C	D
S-13	1160-1	578 (600-1)	NA	
CIRCLING	1160-1 578 (600-1)	1300-1 718 (800-1)	NA	
ZEDSI FIX MINIMUMS				
S-13	1100-1	518 (600-1)	NA	
CIRCLING	1100-1 518 (600-1)	1300-1 718 (800-1)	NA	

REIL Rwy 12  
 MRL Rwy 12-30 0

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

**JOLIET RGNL** (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'.  
Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole. RWY 22: Tree.

**AIRPORT REMARKS:** Attended Apr-Oct 1300Z-0300Z, Nov-Mar 1300-0100Z. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (815) 730-9560.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

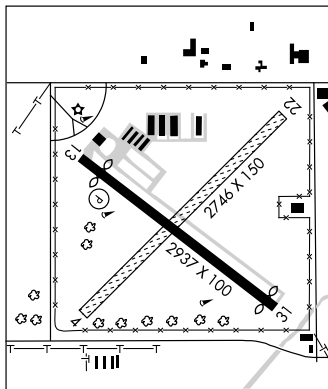
RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 119.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO

L-28H, A

IAP

**JONNY** N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

**JULIP** N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

**KANKAKEE** N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO

L-27C

## KANKAKEE

**GREATER KANKAKEE** (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

**AIRPORT REMARKS:** Attended Apr-Oct 1300-0300Z, Nov-Mar 1300-0100Z. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and infov. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 111.6 IKK (815) 939-4044.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANKAKEE FSS (IKK) on arpt.

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47' W87°50.99' at fld. 625/OE. AWOS-3.

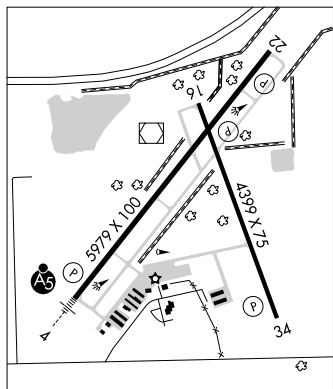
LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.

CHICAGO

H-5E, L-27C

IAP



LOC I-IKK <b>108.7</b>	APP CRS <b>038°</b>	Rwy ldg TDZE Apt Elev	<b>5979</b> <b>625</b> <b>630</b>
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ILS or LOC RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)



If local altimeter setting not received, use  
Pontiac altimeter setting and increase and  
all DAs/MDAs 100 feet.



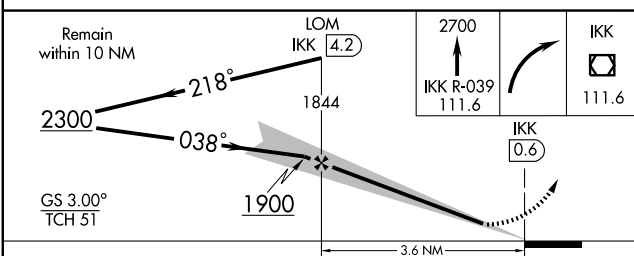
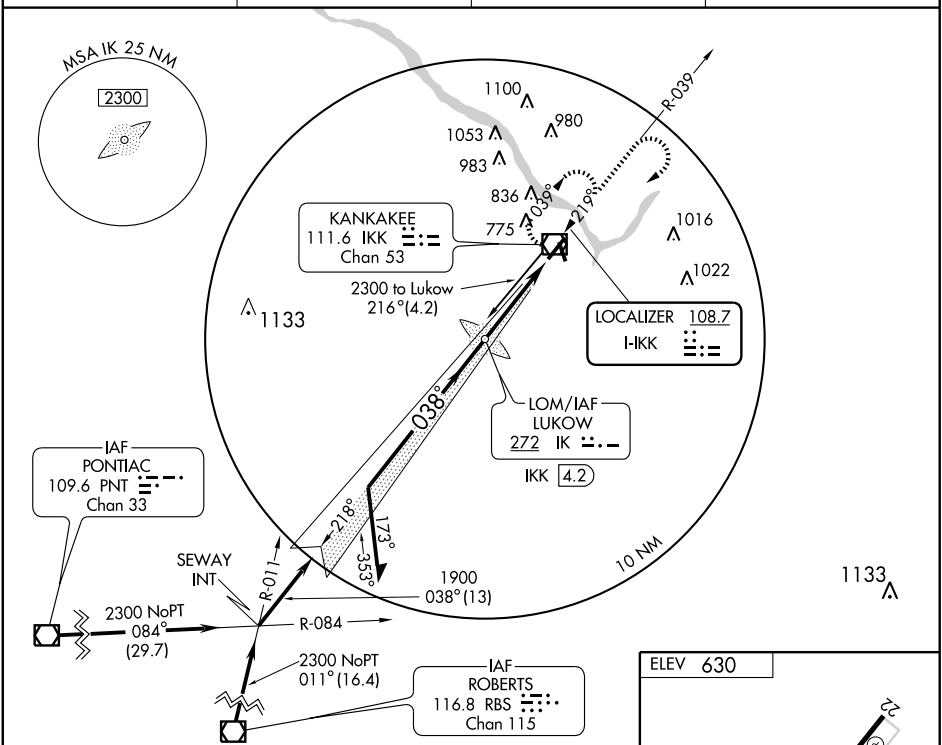
MISSED APPROACH: Climb to 2700 via IKK R-039  
then right turn direct IKK VOR/DME and hold.

AWOS-3  
**111.6**

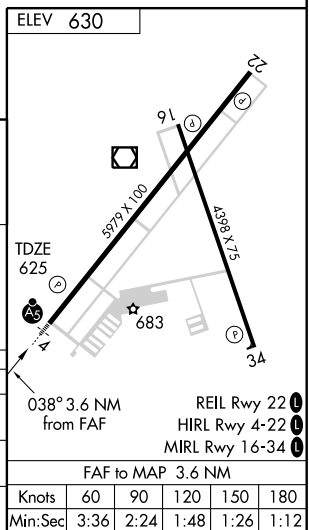
CHICAGO CENTER  
**132.5 258.1**

KANKAKEE RADIO  
**122.2 255.4**

CTAF  
**123.0**



CATEGORY	A	B	C	D
S-ILS 4	825-1/2 200 (200-1/2)			
S-LOC 4	1060-1/2	435 (500-1/2)	1060-3/4 435 (500-3/4)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1 1/2 470 (500-1 1/2)	1180-2 550 (600-2)




WAAS CH <b>42799</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy ldg TDZE <b>625</b> Apt Elev <b>630</b>
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**RNAV (GPS) RWY 4**

KANKAKEE/GREATER KANKAKEE (IKK)

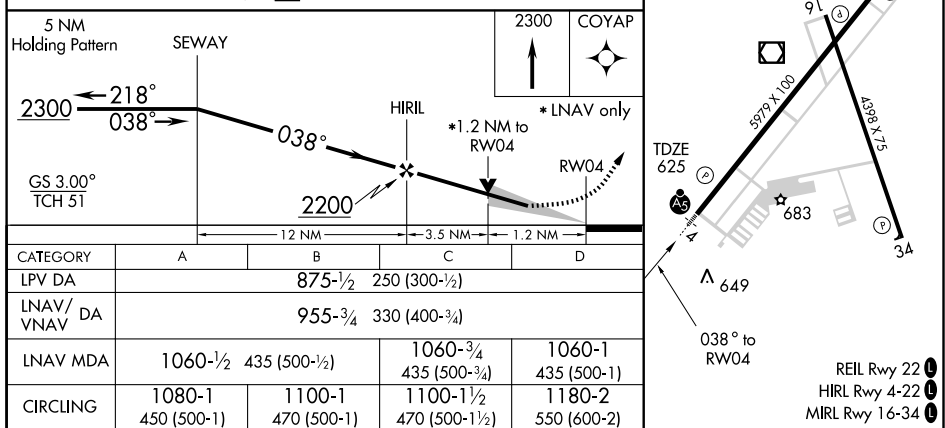
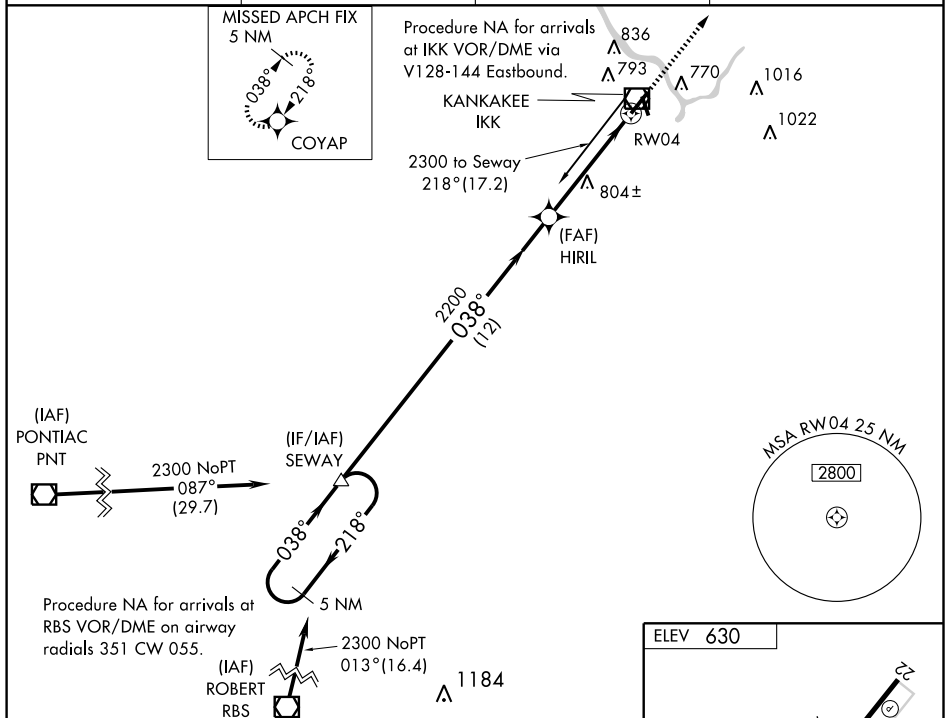
**▼** If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Pontiac Muni altimeter setting.

**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

**MALSR** 

**MISSED APPROACH:** Climb to 2300 direct COYAP and hold.

AWOS-3 <b>111.6</b>	CHICAGO CENTER <b>132.5 258.1</b>	KANKAKEE RADIO <b>122.2 255.4</b>	CTAF <b>123.0 0</b>
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KANKAKEE, ILLINOIS

Orig 07074

41°04'N-87°51'W

KANKAKEE/GREATER KANKAKEE (IKK)

**RNAV (GPS) RWY 4**

APP CRS	Rwy ldg	<b>4398</b>
<b>161°</b>	TDZE	<b>622</b>
	Apt Elev	<b>630</b>

**RNAV (GPS) RWY 16**

KANKAKEE/GREATER KANKAKEE (IKK)

**▼** If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.  
**▲** DME/DME RNP-0.3 NA.

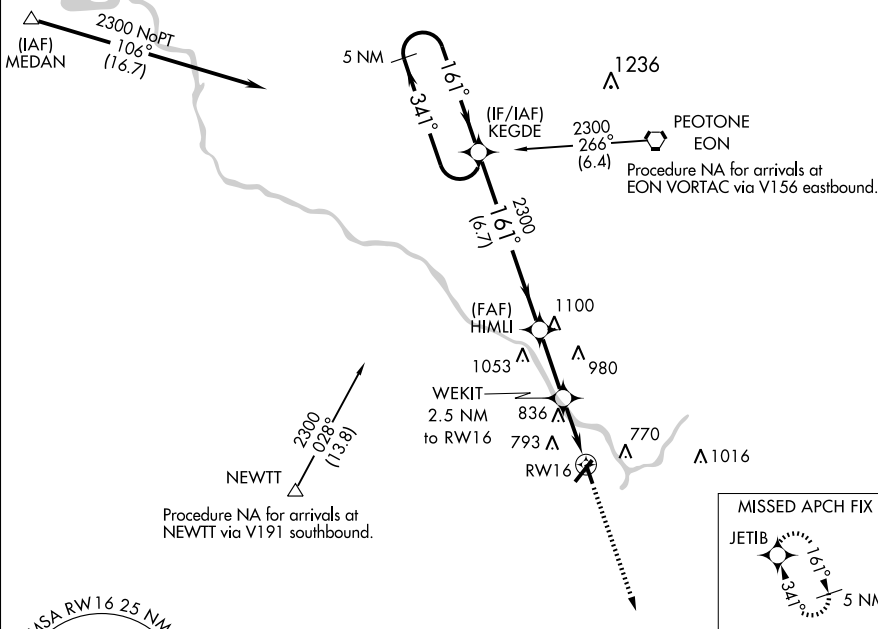
**MISSED APPROACH:** Climb to 2300 direct JETIB and hold

AWOS-3  
**111.6**

CHICAGO CENTER  
**132.5 258.1**

KANKAKEE RADIO  
**122.2 255.4**

CTAF  
**123.0**



5 NM Holding Pattern

KEGDE

HIMLI

WEKIT  
2.5 NM to RW16

2300

JETIB

2300

341° 161°

161° 2300

3.04° TCH 35

1460

RW16

6.7 NM

2.6 NM

2.5 NM

CATEGORY

A

B

C

D

LNAV MDA

1100-1 478 (500-1)

1100-1¼ 478 (500-1¼)

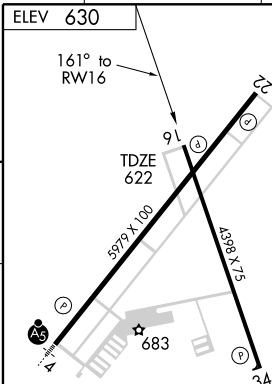
1100-1½ 478 (500-1½)

CIRCLING

1100-1 470 (500-1)

1100-1½ 470 (500-1½)

1180-2 550 (600-2)



REIL Rwy 22

HIRL Rwy 4-22

MIRL Rwy 16-34



APP CRS **218°**  
Rwy ldg **5979**  
TDZE **630**  
Apt Elev **630**

# RNAV (GPS) RWY 22

KANKAKEE/GREATER KANKAKEE (IKK)

**▼** If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.  
**▲** VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct SEWAY and hold

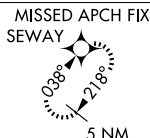
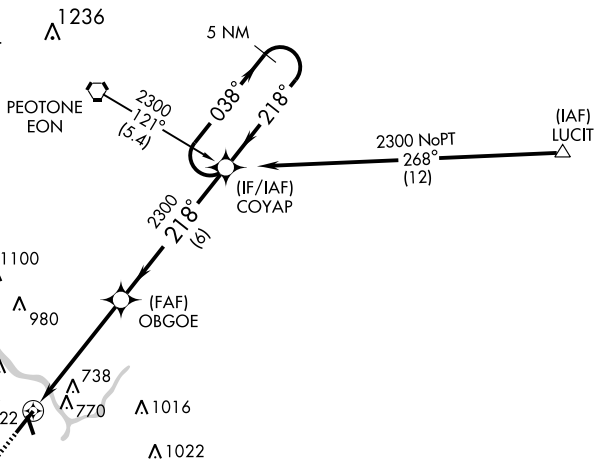
AWOS-3  
**111.6**

CHICAGO CENTER  
**132.5 258.1**

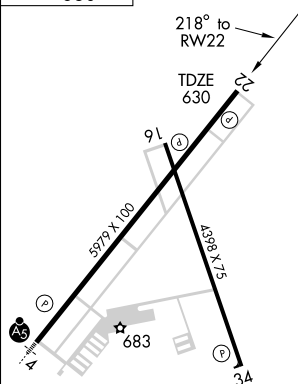
KANKAKEE RADIO  
**122.2 255.4**

CTAF  
**123.0 0**

Procedure NA for arrivals at EON VORTAC on airway radials 150 CW 168.



ELEV 630



REIL Rwy 22 **0**  
HIRL Rwy 4-22 **0**  
MIRL Rwy 16-34 **0**

KANKAKEE, ILLINOIS  
Orig 07074

<div>2300</div> <div>SEWAY</div>		<div>5 NM</div> <div>Holding Pattern</div>		
<div><div><div><div><div><div></div><div>2300</div></div><div><div>1.2 NM to RW22</div><div><div><div></div><div>3.04°</div><div>TCH 35</div></div></div></div><div><div>OBGOE</div><div>2300</div></div><div><div>COYAP</div><div>2300</div></div></div><div><div><div>218°</div><div>038°</div><div>218°</div></div><div><div>1.2</div><div>3.9 NM</div><div>6 NM</div></div></div></div></div></div>				
CATEGORY	A	B	C	D
LNNAV MDA	1040-1	410 (500-1)	1040-1¼	410 (500-1¼)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

KANKAKEE/GREATER KANKAKEE (IKK)

# RNAV (GPS) RWY 22

41° 04' N - 87° 51' W

APP CRS	Rwy Idg	<b>4398</b>
<b>341°</b>	TDZE	<b>620</b>
	Apt Elev	<b>630</b>

## RNAV (GPS) RWY 34

KANKAKEE/ GREATER KANKAKEE (IKK)

- T** If local altimeter setting not received, use Pontiac Muni altimeter  
**A** setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.  
VDP NA when using Pontiac Muni altimeter setting.

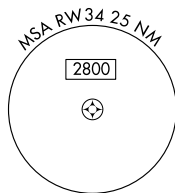
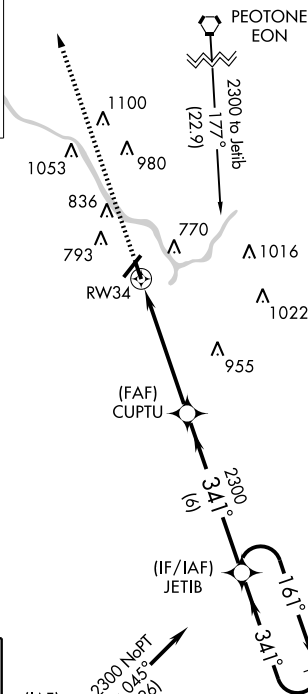
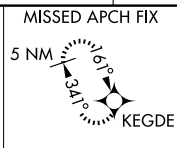
**MISSED APPROACH:** Climb to 2300 direct KEGDE and hold

AWOS-3  
111.6

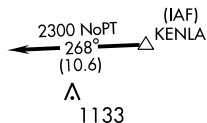
CHICAGO CENTER  
132.5 258.1

KANKAKEE RADIO  
**122.2 255.4**

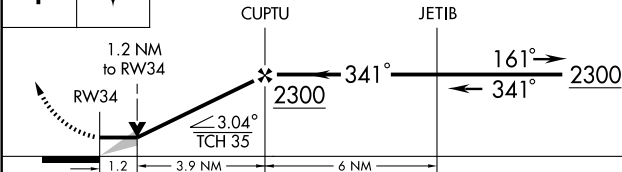
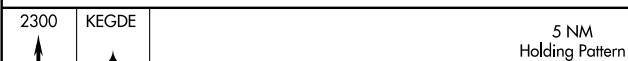
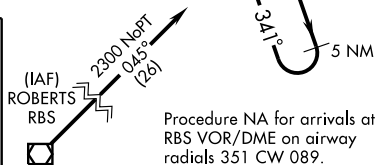
CTAF  
123.0 L



Procedure NA for arrivals at KENLA  
via V128 southeast bound.



ELEV 630



CATEGORY	A	B	C	D
LNAV MDA	1040-1	420 (500-1)	1040-1¼	420 (500-1¼)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

REIL Rwy 22 **L**  
HIRL Rwy 4-22 **L**  
MIRL Rwy 16-34 **L**

KANKAKEE, ILLINOIS  
Orig 07074

KANKAKEE/GREATER KANKAKEE (IKK)

# RNAV (GPS) RWY 34

41° 04' N - 87° 51' W

EC-3. 26 AUG 2010 to 23 SEP 2010

VOR/DME IKK  
**111.6**  
 Chan **53**

APP CRS  
**032°**

Rwy Idg  
 TDZE **625**  
 Apt Elev **630**

# VOR RWY 4

## KANKAKEE/GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.  
 ▲ VDP NA when using Pontiac Muni altimeter setting.



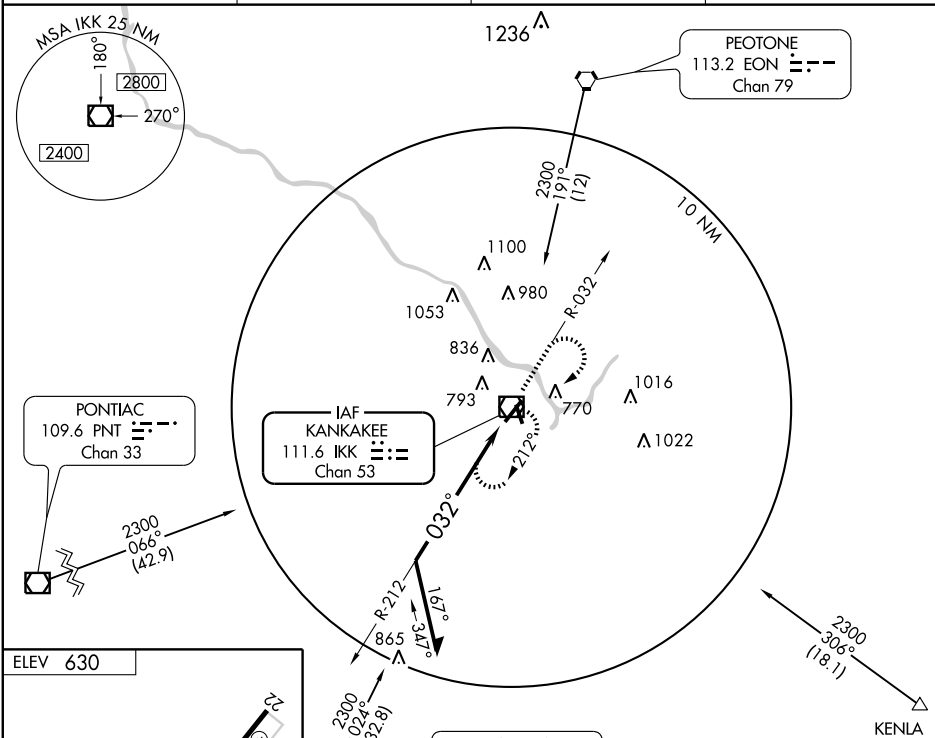
MISSED APPROACH: Climb to 2300 via IKK R-032, then right turn direct IKK VOR/DME and hold.

AWOS-3  
**111.6**

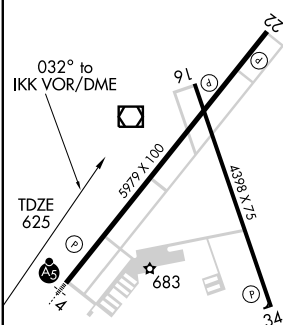
CHICAGO CENTER  
**132.5 258.1**

KANKAKEE RADIO  
**122.2 255.4**

CTAF  
**123.0 0**

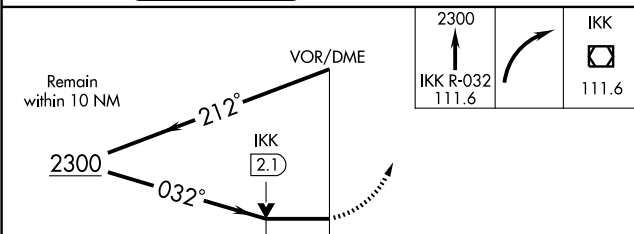


ELEV 630



REIL Rwy 22  
 HIRL Rwy 4-22  
 MIRL Rwy 16-34

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-4	1180-1/2	555 (600-1/2)	1180-1 555 (600-1)	1180-1 1/4 555 (600-1 1/4)
CIRCLING	1180-1	550 (600-1)	1180-1 1/2 550 (600-1 1/2)	1180-2 550 (600-2)

VOR/DME IKK  
**111.6**  
 Chan **53**

APP CRS  
**231°**

Rwy Idg  
 TDZE  
**630**

Apt Elev  
**630**

# VOR RWY 22

## KANKAKEE/GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.  
 ▲ VDP NA when using Pontiac Muni altimeter setting.

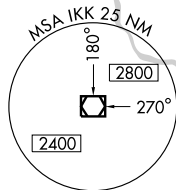
MISSED APPROACH: Climb to 2300 via IKK R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3  
**111.6**

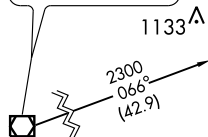
CHICAGO CENTER  
**132.5 258.1**

KANKAKEE RADIO  
**122.2 255.4**

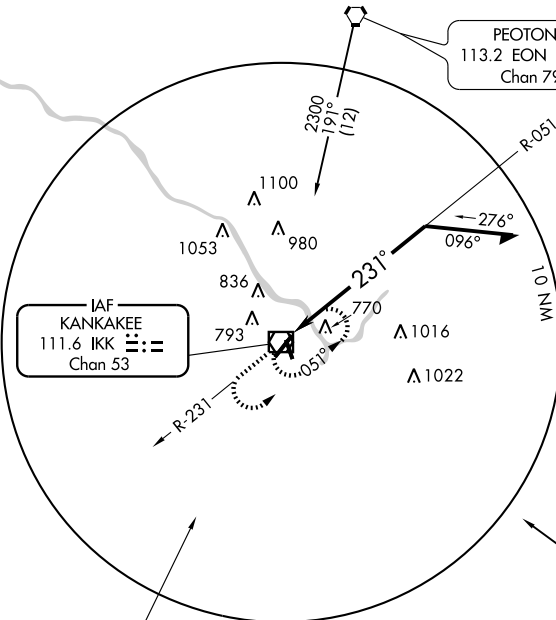
CTAF  
**123.0 0**



PONTIAC  
 109.6 PNT  
 Chan 33

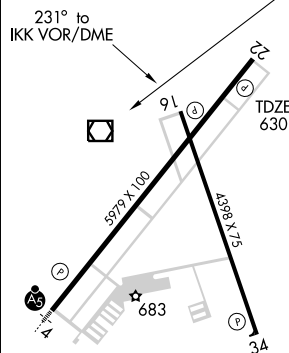


IAF  
 KANKAKEE  
 111.6 IKK  
 Chan 53



PEOTONE  
 113.2 EON  
 Chan 79

ELEV 630



REIL Rwy 22  
 HIRL Rwy 4-22  
 MIRL Rwy 16-34

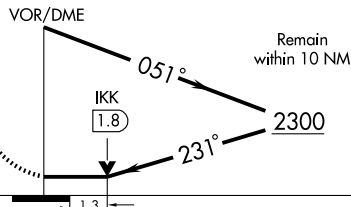
Knots	60	90	120	150	180
Min:Sec					

KANKAKEE, ILLINOIS  
 Amdt 7 07074

ROBERTS  
 116.8 RBS  
 Chan 115

2300  
 IKK R-231  
 111.6

IKK  
 111.6



CATEGORY	A	B	C	D
S-22	1080-1	450 (500-1)	1080-1¼ 450 (500-1¼)	1080-1½ 450 (500-1½)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

KANKAKEE/GREATER KANKAKEE (IKK)

# VOR RWY 22

41° 04'N - 87° 51'W

**KANKAKEE** (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KEDZI** N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

**KEWANEE MUNI** (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z†, Sat-Sun 1400-2300Z†. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z†)

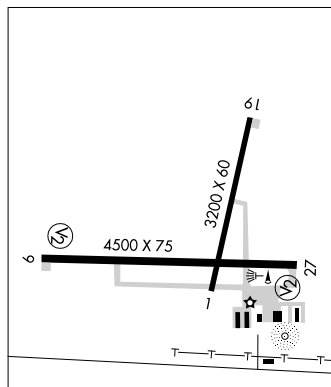
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 279° 17.3 NM to fld. 810/OE.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.



## LACON

**MARSHALL CO** (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

**AIRPORT REMARKS:** Attended 1400Z†-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (309) 246-3089.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

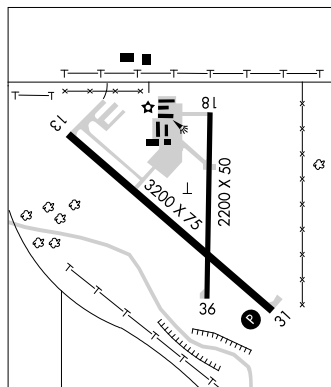
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 133° 12.4 NM to fld. 810/OE.



**LAKE IN THE HILLS** (See CHICAGO/LAKE IN THE HILLS)

**LANSING MUNI** (See CHICAGO)

APP CRS **010°**  
Rwy ldg **3200**  
TDZE **857**  
Apt Elev **858**

**RNAV (GPS) RWY 1**  
KEWANEE MUNI (E/ZI)

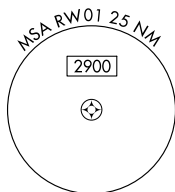
**V** DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.  
**Δ** NA

MISSED APPROACH: Climb to 2400 direct YABYU and hold.

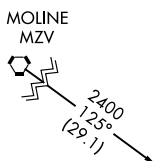
GALESBURG AWOS-3  
**109.8**

QUAD CITY APP CON ★  
**118.2 257.8**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at  
MZV VORTAC on airway  
radials 077 CW 130.



1390 **Δ**  
1091 **Δ**  
RW01

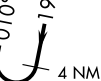
VACGU  
1.6 NM to  
RW01

(FAF)  
CIYAC

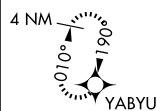
2400 NoPT  
100°  
(5)  
(IAF) PUYOD

2400 NoPT  
280°  
(5)  
(IF/IAF) JUBDI

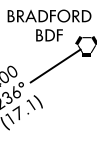
(IAF) KUCRE



MISSED APCH FIX

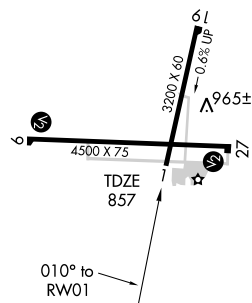


Procedure NA for arrivals at  
BDF VORTAC on airway  
radials 198 CW 247.



ELEV 858

MIRL Rwy 1-19 and 9-27 **0**



4 NM  
Holding Pattern

JUBDI

CIYAC

2400 YABYU

2400 ← 190°  
010° → 2400

VACGU  
1.6 NM to  
RW01

3.09°  
TCH 40

1420

RW01

6.5 NM

3.1 NM

1.6 NM

CATEGORY	A	B	C	D
RNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

APP CRS **090°**  
Rwy ldg **4500**  
TDZE **857**  
Apt Elev **858**

# RNAV (GPS) RWY 9

KEWANEE MUNI (E/ZI)

**V** DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.  
**Δ** NA

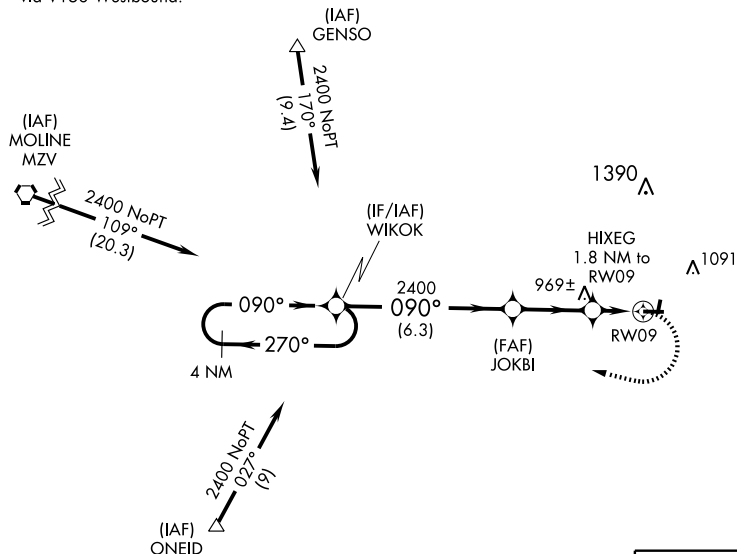
MISSED APPROACH: Climbing right turn to 2400 direct WIKOK and hold.

GALESBURG AWOS-3  
**109.8**

QUAD CITY APP CON ★  
**118.2 257.8**

UNICOM  
**122.8** (CTAF) **0**

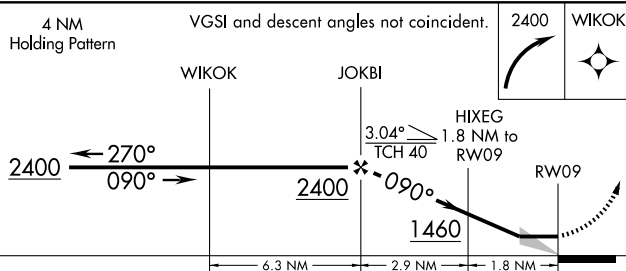
Procedure NA for arrivals at GENSO via V129 Northwest bound and at MZV VORTAC via V156 Westbound.



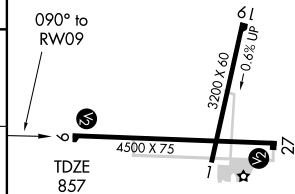
ELEV 858

4 NM  
Holding Pattern

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
RNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA



MIRL Rwy 1-19 and 9-27 **0**

APP CRS	Rwy Idg	<b>3200</b>
<b>190°</b>	TDZE	<b>857</b>
	Apt Elev	<b>858</b>

# RNAV (GPS) RWY 19

KEWANE MUNI (E/ZI)

**V** DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

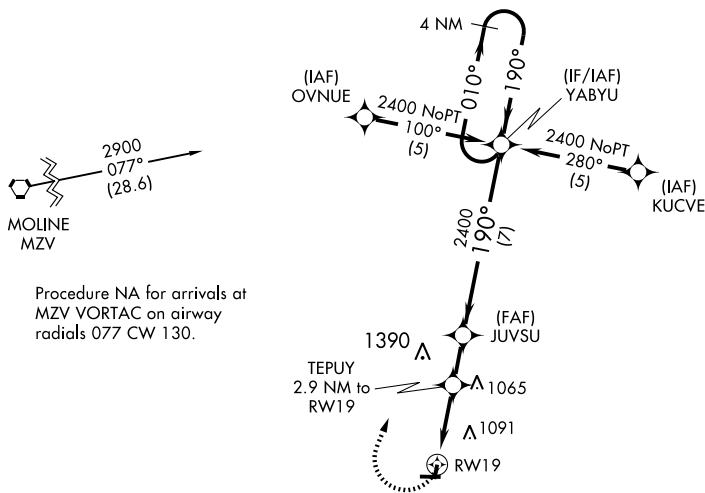
**A** NA

**MISSED APPROACH:** Climbing right turn to 2400 direct YABYU and hold.

GALESBURG AWOS-3  
**109.8**

QUAD CITY APP CON ★  
**118.2 257.8**

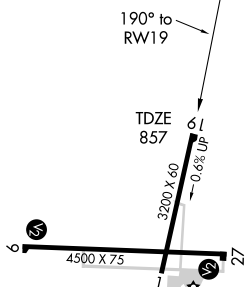
UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at MZV VORTAC on airway radials 077 CW 130.

Procedure NA for arrivals at BDF VORTAC via V127 Southbound.

ELEV 858



2400 YABYU		4 NM Holding Pattern			
TEPUY 2.9 NM to RW19		JUVSU	YABYU		
RW19		3.04° TCH 40	2400		
1800		190°	010° → 2400		
2.9 NM		1.8 NM	7 NM		
CATEGORY	A	B	C	D	
RNAV MDA	1400-1	543 (600-1)	1400-1½ 543 (600-1½)	NA	
CIRCLING	1400-1	542 (600-1)	1600-2¼ 742 (800-2¼)	NA	

MIRL Rwy 1-19 and 9-27 0



APP CRS	Rwy Idg	<b>4500</b>
<b>270°</b>	TDZE	<b>858</b>
	Apt Elev	<b>858</b>

# RNAV (GPS) RWY 27

KEWANEE MUNI (E/ZI)

**V** DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

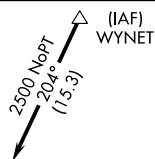
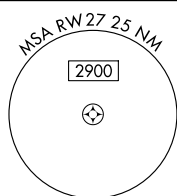
**A** NA

MISSED APPROACH: Climb to 2400 direct WIKOK and hold.

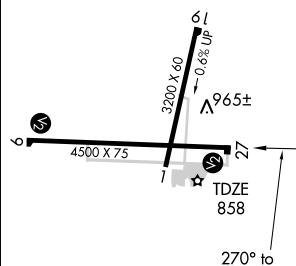
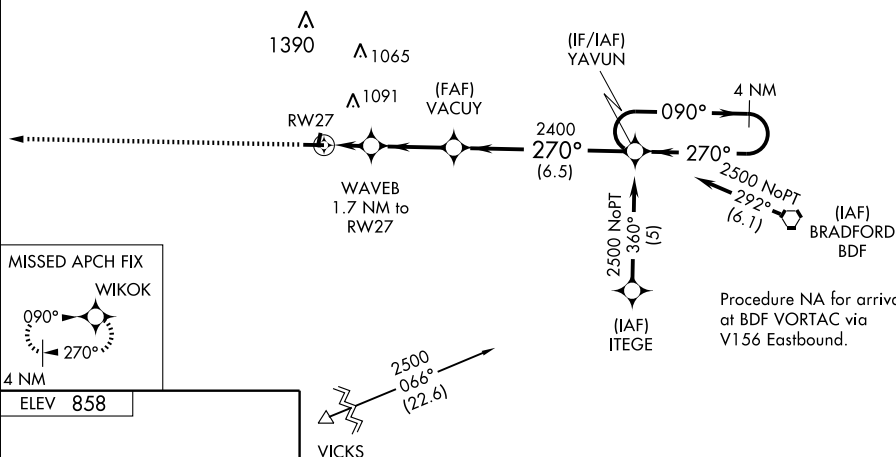
GALESBURG AWOS-3  
**109.8**

QUAD CITY APP CON ★  
**118.2 257.8**

UNICOM  
**122.8 (CTAF) 1**



Procedure NA for arrivals at WYNET via V8-38 Eastbound.



MRL Rwy 1-19 and 9-27 1

KEWANEE, ILLINOIS

Orig 09015

41°12'N - 89°58'W

KEWANEE MUNI (E/ZI)

# RNAV (GPS) RWY 27

**KANKAKEE** (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KEDZI** N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

**KEWANEE MUNI** (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z†, Sat-Sun 1400-2300Z†. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z†)

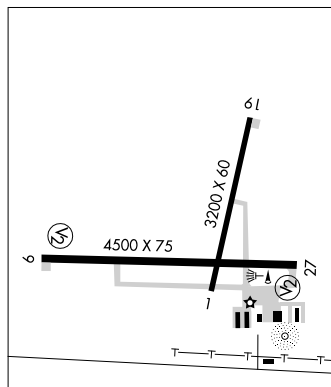
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 279° 17.3 NM to fld. 810/OE.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.



## LACON

**MARSHALL CO** (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

**AIRPORT REMARKS:** Attended 1400Z†-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (309) 246-3089.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

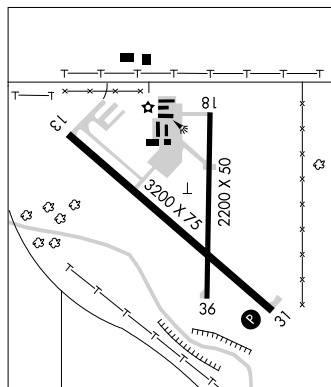
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 133° 12.4 NM to fld. 810/OE.



**LAKE IN THE HILLS** (See CHICAGO/LAKE IN THE HILLS)

**LANSING MUNI** (See CHICAGO)



APP CRS	Rwy Idg	<b>3200</b>
<b>309°</b>	TDZE	<b>568</b>
	Apt Elev	<b>568</b>

GPS RWY 31

LACON/ MARSHALL COUNTY (C75)

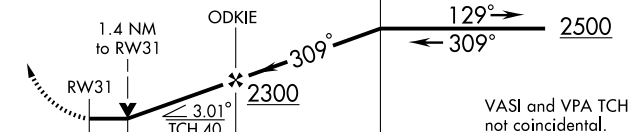
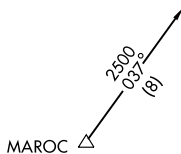
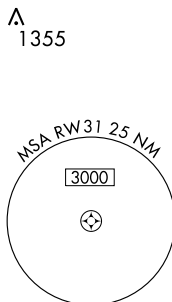
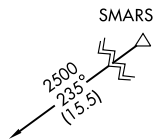


MISSED APPROACH: Climb to 2500 direct WIWFE WP and hold.

AWOS-3  
**119.425**

CHICAGO CENTER  
**124.55 398.9**

UNICOM  
**122.8** (CTAF) **0**

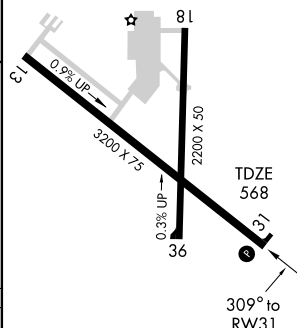


One Minute  
Holding Pattern

VASI and VPA TCH  
not coincidental.

CATEGORY	A	B	C	D
S-31	1060-1 492 (500-1)		1060-1¼ 492 (500-1¼)	NA
CIRCLING	1100-1 532 (600-1)		1100-1½ 532 (600-1½)	NA

ELEV 568



REIL Rwy 13 **0**  
MIRL Rwy 13-31 **0**  
LIRL Rwy 18-36

VORTAC BDF	APP CRS	Rwy Idg	3200
114.7	133°	TDZE	568
Chan 94		Apt Elev	568

# VOR RWY 13

LAcon/MARSHALL COUNTY (C75)

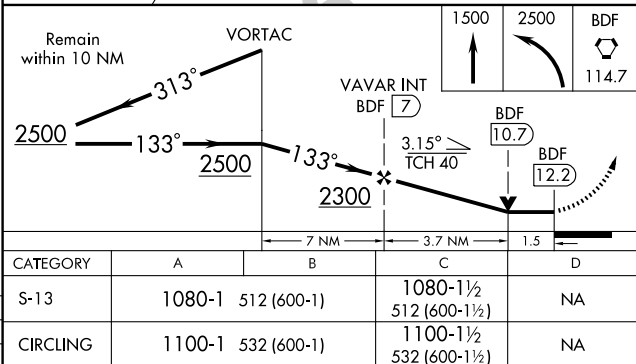
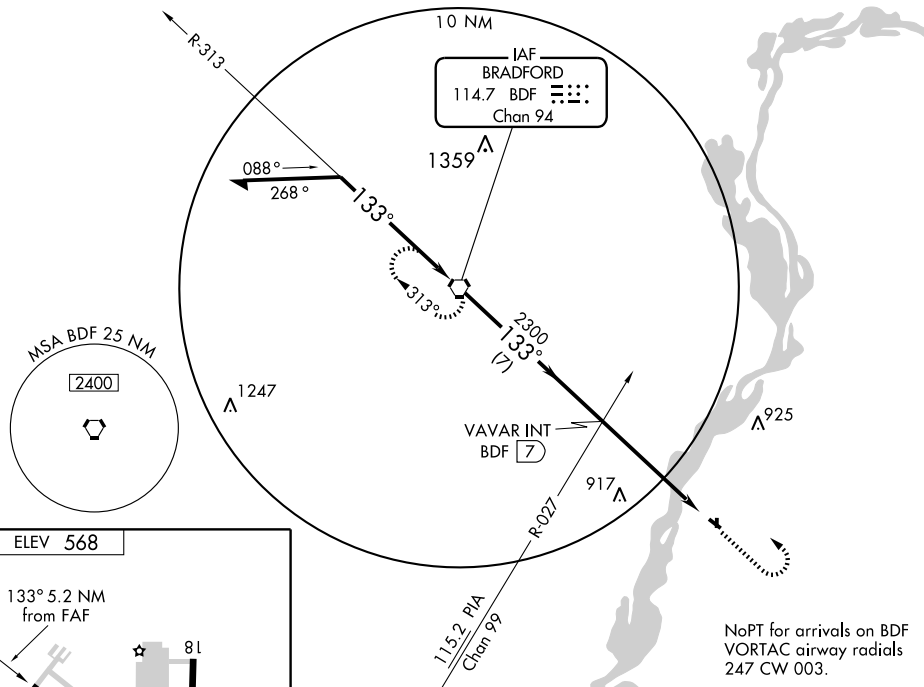


MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3  
119.425

CHICAGO CENTER  
124.55 398.9

UNICOM  
122.8 (CTAF) 0



REIL Rwy 13 0  
MIRL Rwy 13-31 0  
LIRL Rwy 18-36

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

**LAWRENCEVILLE-VINCENNES INTL** (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS

430 B S4 FUEL 100LL JET A TPA—See Remarks NOTAM FILE LWV

H-5E, L-27D

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

IAP

RWY 18: REIL. PVASI(PASIL). RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(PASIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road. RWY 22U: Pole. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rws 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

**WEATHER DATA SOURCES:** ASOS 118.0 (618) 943-5252**COMMUNICATIONS:** CTAF/UNICOM 122.8

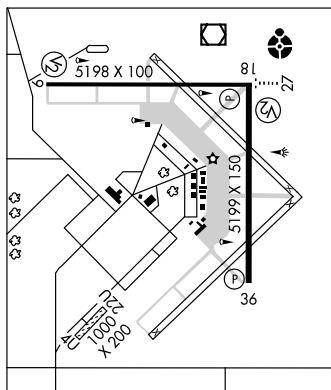
① EVANSVILLE APP/DEP CON 125.6 (1200-0500Z)

① INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.

**LEWIS UNIVERSITY** (See CHICAGO/ROMEOVILLE)**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

**LINCOLN****LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(PASIL). Building.

RWY 21: PVASI(PASIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees. RWY 32: Road.

**AIRPORT REMARKS:** Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8

① SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

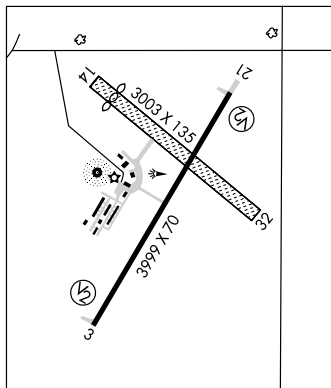
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.



APP CRS	Rwy ldg	<b>5198</b>
<b>090°</b>	TDZE	<b>428</b>
	Apt Elev	<b>430</b>

AL-229 (FAA)

# RNAV (GPS) RWY 9

LAWRENCEVILLE-VINCENNES INTL (L WV)

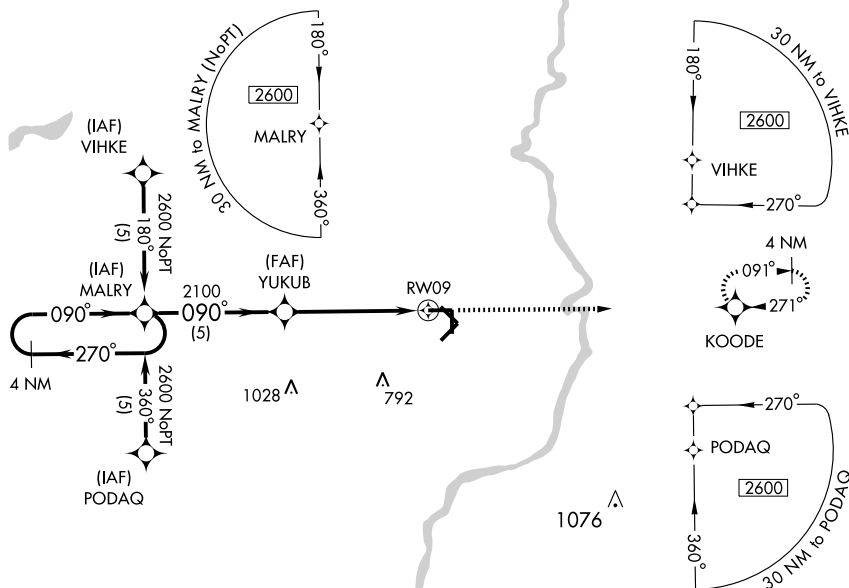
**NA** DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600  
direct KOODE WP and hold.

ASOS  
**118.0**

EVANSVILLE APP CON ★  
**125.6 267.9**

UNICOM  
**122.8 (CTAF) 0**



4 NM  
Holding Pattern

MALRY

YUKUB

2600  
↑  
KOODE

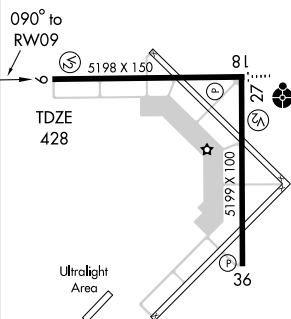
VGSI and descent angles  
not coincident.

2100  
3.00°  
TCH 45  
RWY 09

5 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV/ VNAV	DA	NA		
LNAV MDA	820-1 392 (400-1)			820-1¼ 392 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

ELEV 430



REIL Rwy 9, 27, 18 and 36  
MIRL Rwy 9-27 and 18-36

APP CRS	Rwy ldg	<b>5199</b>
<b>180°</b>	TDZE	<b>430</b>
	Apt Elev	<b>430</b>

**RNAV (GPS) RWY 18**

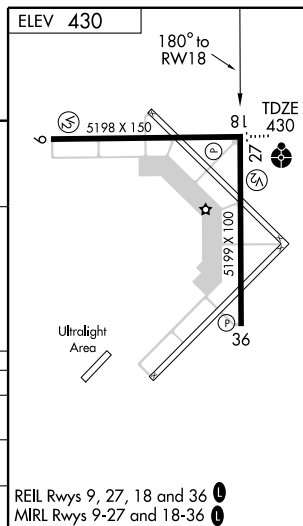
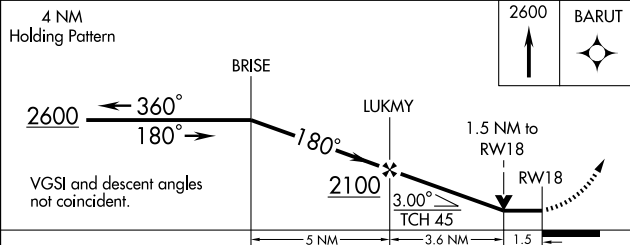
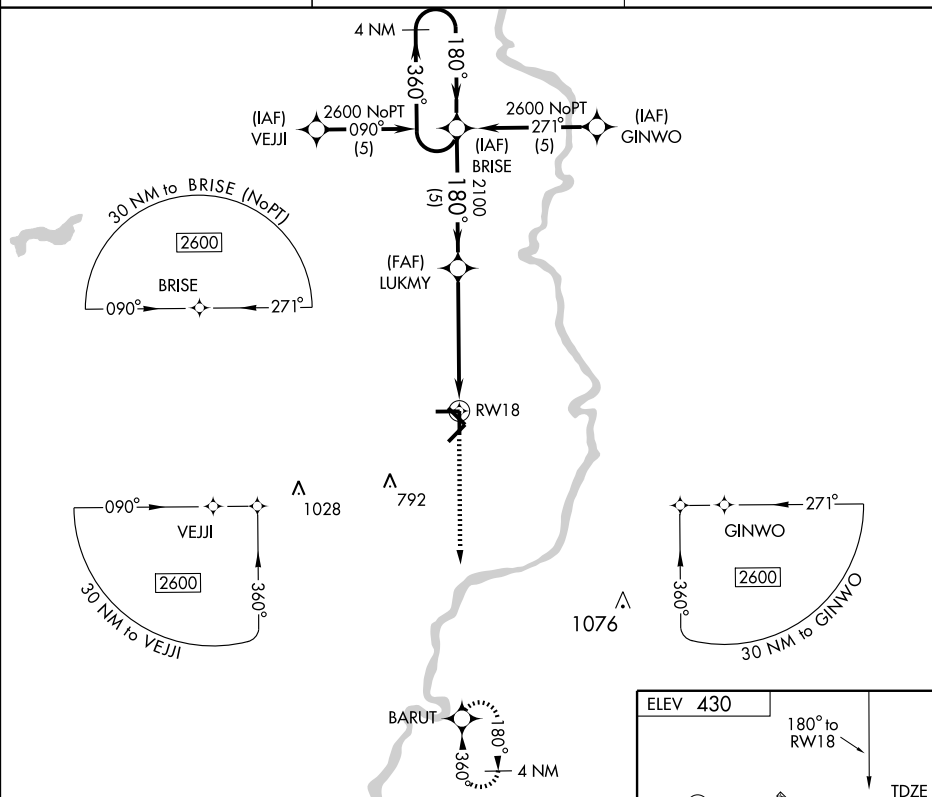
LAWRENCEVILLE-VINCENNES INTL (L WV)

<b>NA</b>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct BARUT WP and hold.
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ASOS	<b>118.0</b>
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EVANSVILLE APP CON ★
<b>125.6 267.9</b>

UNICOM	<b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	940-1	510 (600-1)	940-1½	510 (600-1½)
CIRCLING	940-1	510 (600-1)	940-1½ 510 (600-1½)	980-2 550 (600-2)

REIL Rwy 9, 27, 18 and 36 0

MIRL Rwy 9-27 and 18-36 0



APP CRS **271°**  
 Rwy Idg **5198**  
 TDZE **430**  
 Apt Elev **430**

AL-229 (FAA)

# RNAV (GPS) RWY 27

LAWRENCEVILLE-VINCENNES INTL (L WV)

NA

DME/DME RNP-0.3 NA.  
 Inoperative table does not apply.  
 Visibility reduction by helicopters NA.

ODALS

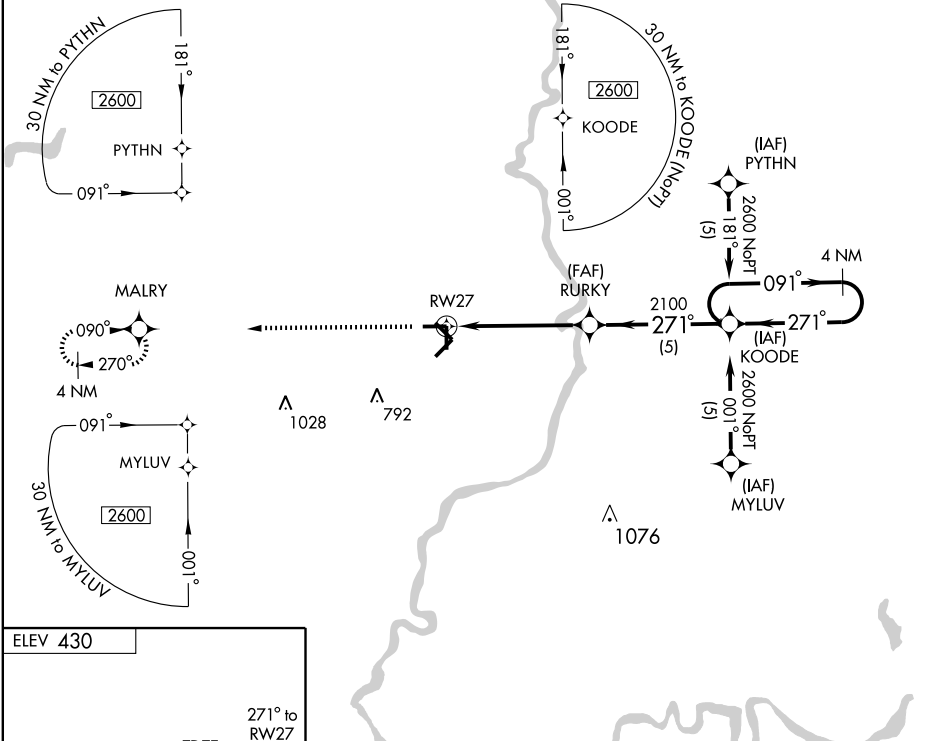


MISSED APPROACH: Climb to 2600  
 direct MALRY WP and hold.

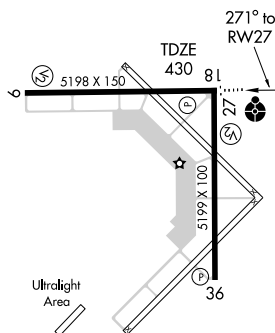
ASOS  
**118.0**

EVANSVILLE APP CON ★  
**125.6 267.9**

UNICOM  
**122.8 (CTAF) 0**



ELEV 430



REIL Rwy 9, 27, 18 and 36  
 MRL Rwy 9-27 and 18-36

CATEGORY	A		B		C	D
	MALRY		RURKY		KOODE	
LN/VNAV	DA		NA		NA	
LN/VNAV MDA	800-1		370 (400-1)		800-1½	
CIRCLING	880-1		450 (500-1)		880-1½	
					980-2	
					550 (600-2)	

LAWRENCEVILLE, ILLINOIS

Orig-D 11MAR10

LAWRENCEVILLE-VINCENNES INTL (L WV)

38°46'N - 87°36'W

RNAV (GPS) RWY 27

APP CRS	Rwy Idg	<b>5199</b>
<b>360°</b>	TDZE	<b>429</b>
	Apt Elev	<b>430</b>

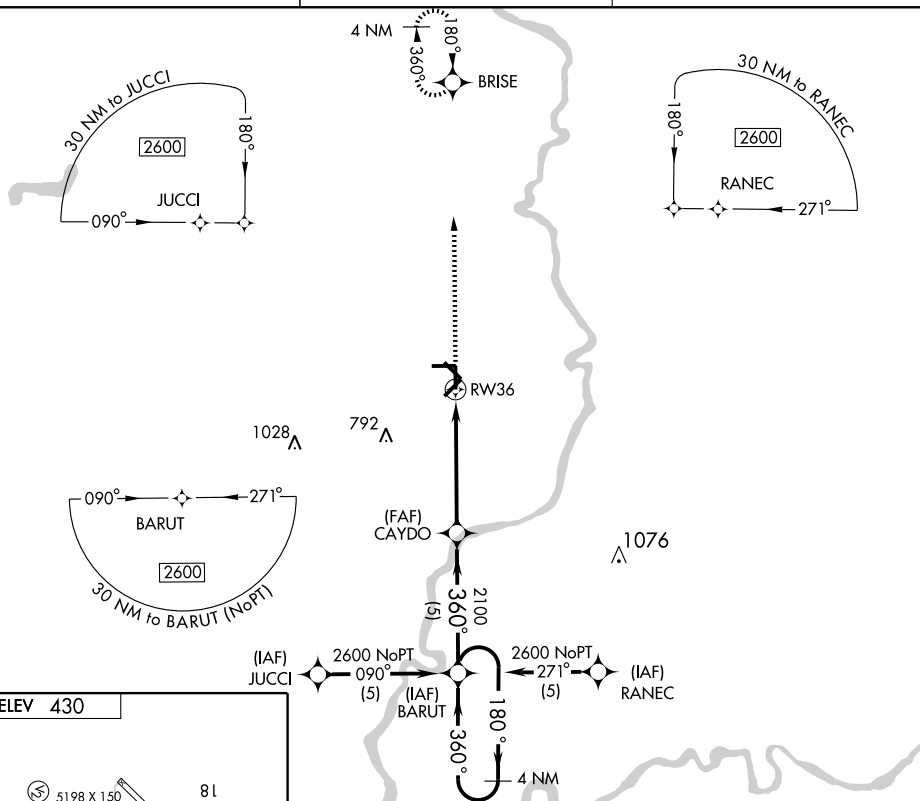
RNAV (GPS) RWY 36  
LAWRENCEVILLE-VINCENNES INTL (LWV)

**A** NA DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

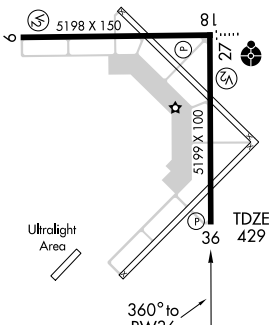
**MISSED APPROACH:** Climb to 2600 direct BRISE WP and hold.

ASOS  
118.0

EVANSVILLE APP CON★  
125.6 267.9

UNICOM  
122.8 (CTAF) **L**

ELEV 430



REIL Rwys 9, 27, 18 and 36 **L**  
MIRL Rwys 9-27 and 18-36 **L**

LAWRENCEVILLE-VINCENNES INTL (LWV)

Orig-C 11MAR10

38°46'N - 87°36'W

RNAV (GPS) RWY 36

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME LWV  
**108.8**  
Chan **25**

APP CRS  
**199°**

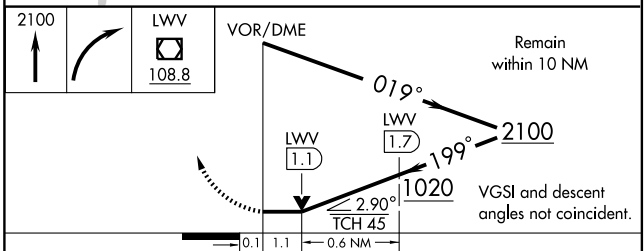
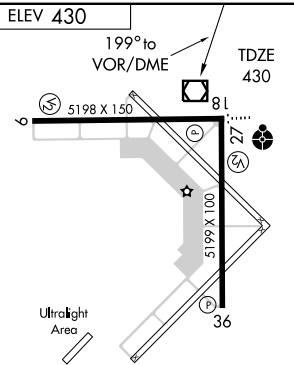
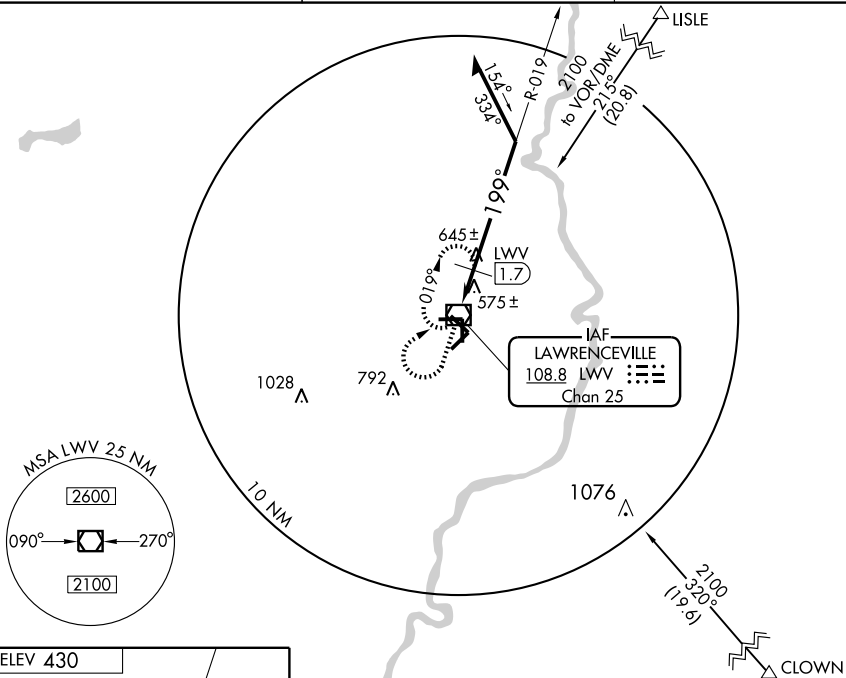
Rwy Idg	<b>5199</b>
TDZE	<b>430</b>
Apt Elev	<b>430</b>

LAWRENCEVILLE-VINCENNES INTL (LWV)

**MISSED APPROACH:** Climb to 2100 then right turn direct LWV VOR/DME and hold.

ASOS  
118.0

EVANSVILLE APP CON ★  
125.6 267.9

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-18	1020-1	590 (600-1)	1020-1½ 590 (600-1½)	1020-1¾ 590 (600-1¾)
CIRCLING	1020-1	590 (600-1)	1020-1½ 590 (600-1½)	1020-2 590 (600-2)
DME MINIMUMS				
S-18	840-1	410 (500-1)	840-1¼	410 (500-1¼)
CIRCLING	880-1	450 (500-1)	880-1½ 450 (500-1½)	980-2 550 (600-2)

LAWRENCEVILLE, ILLINOIS

Amdt 1 10042

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

VOR RWY 18

VOR/DME LWV  
**108.8**  
Chan **25**

APP CRS  
**282°**

Rwy ldg  
TDZE  
Apt Elev

**5198**  
**430**  
**430**

AL-229 (FAA)

**VOR RWY 27**

LAWRENCEVILLE-VINCENNES INTL (LWV)

Inoperative table does not apply.  
Visibility reduction by helicopters NA.

ODALS

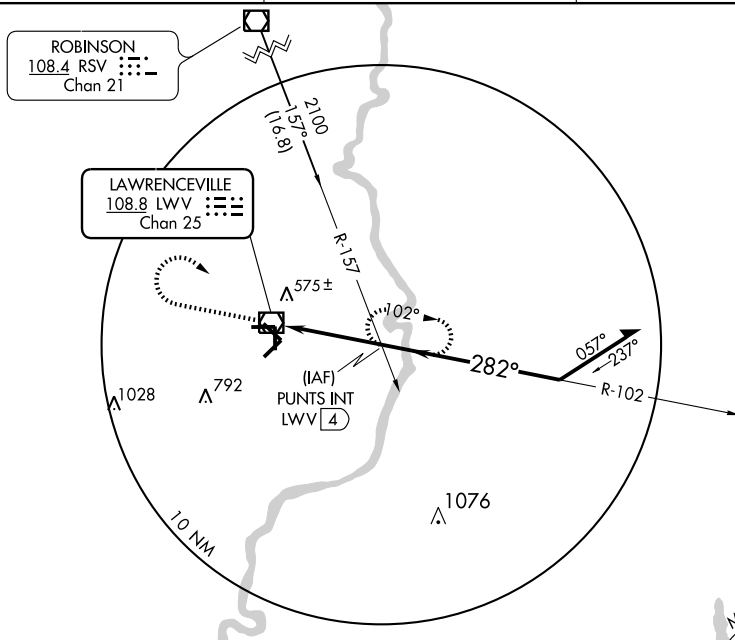


MISSED APPROACH: Climb to 2100, then right turn direct LWV  
VOR/DME then via the LWV R-102 to PUNTS Int/4 DME  
and hold.

ASOS  
**118.0**

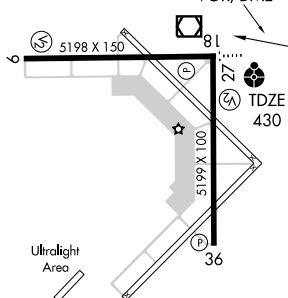
EVANSVILLE APP CON ★  
**125.6 267.9**

UNICOM  
**122.8 (CTAF) 0**

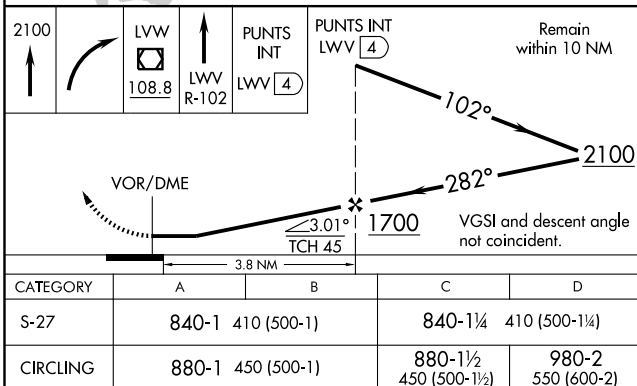
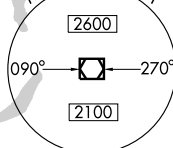


ELEV 430

282° to  
VOR/DME



MSA LWV 25 NM



REIL Rwy 9, 27, 18 and 36  
MIRL Rwy 9-27 and 18-36

LAWRENCEVILLE, ILLINOIS

Amdt 7B 11MAR10

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

**VOR RWY 27**

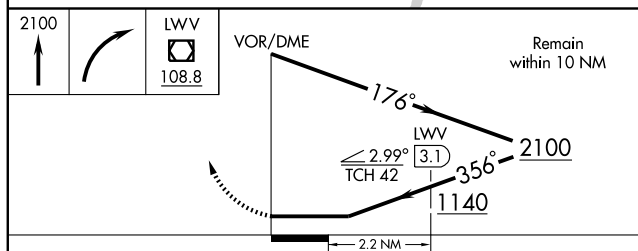
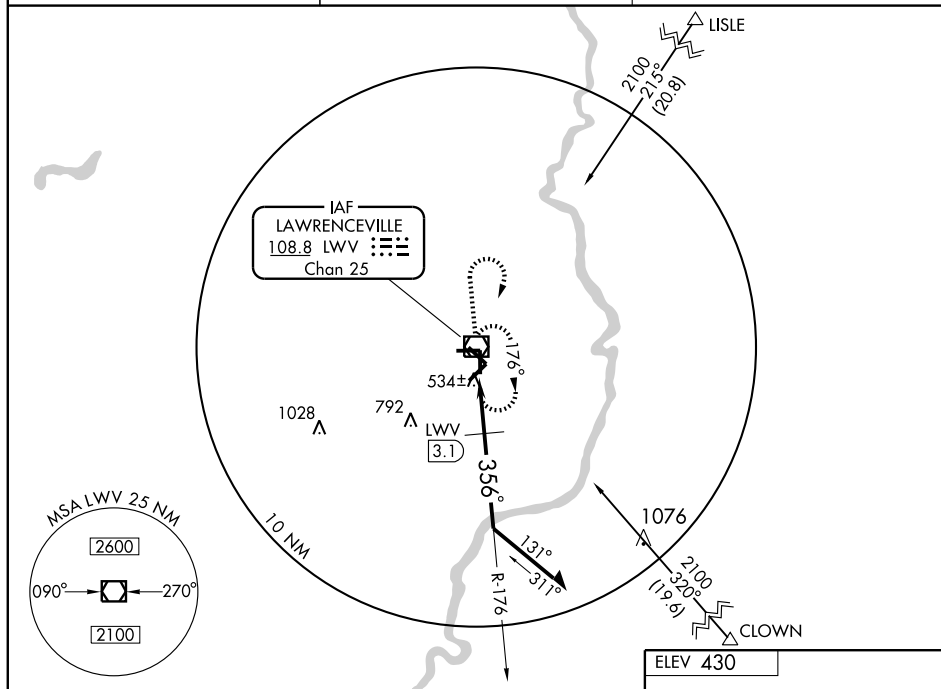
VOR/DME LWV <b>108.8</b> Chan <b>25</b>	APP CRS <b>356°</b>	Rwy ldg TDZE <b>429</b> Apt Elev <b>430</b>
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AL-229 (FAA)

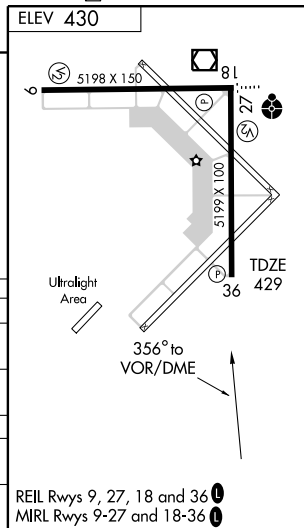
**VOR RWY 36**

LAWRENCEVILLE-VINCENNES INTL (LWV)

Visibility reduction by helicopters NA.		MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.
ASOS <b>118.0</b>	EVANSVILLE APP CON ★ <b>125.6 267.9</b>	UNICOM <b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
S-36	1140-1	711 (800-1)	1140-2 711 (800-2)	1140-2¼ 711 (800-2¼)
CIRCLING	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 371 (400-1)		800-1¼ 371 (400-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)



LAWRENCEVILLE, ILLINOIS

Amdt 1A 11MAR10

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

**VOR RWY 36**

**LAWRENCEVILLE-VINCENNES INTL** (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS

430 B S4 FUEL 100LL JET A TPA—See Remarks NOTAM FILE LWV

H-5E, L-27D

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

IAP

RWY 18: REIL. PVASI(PASIL). RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(PASIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road. RWY 22U: Pole. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rws 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

**WEATHER DATA SOURCES:** ASOS 118.0 (618) 943-5252**COMMUNICATIONS:** CTAF/UNICOM 122.8

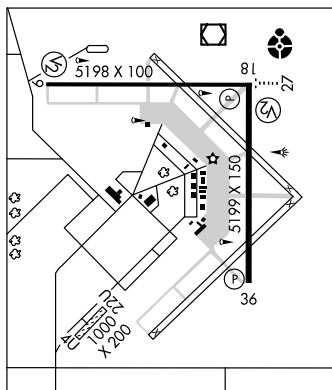
① EVANSVILLE APP/DEP CON 125.6 (1200-0500Z)

① INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.

**LEWIS UNIVERSITY** (See CHICAGO/ROMEOVILLE)**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

**LINCOLN****LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(PASIL). Building.

RWY 21: PVASI(PASIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees. RWY 32: Road.

**AIRPORT REMARKS:** Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8

① SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

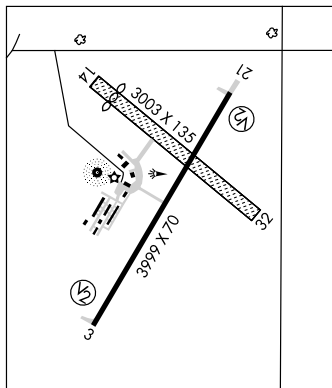
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.



NDB AAA	APP CRS	Rwy Idg	<b>3999</b>
<b><u>329</u></b>	<b>226°</b>	TDZE	<b>597</b>
		Apt Elev	<b>597</b>

NDB RWY 21  
LINCOLN/LOGAN COUNTY (AAA)

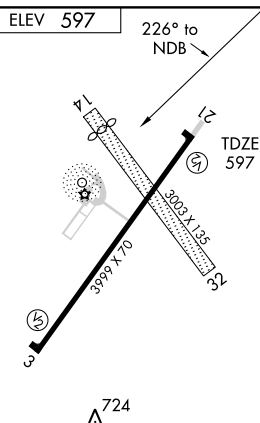
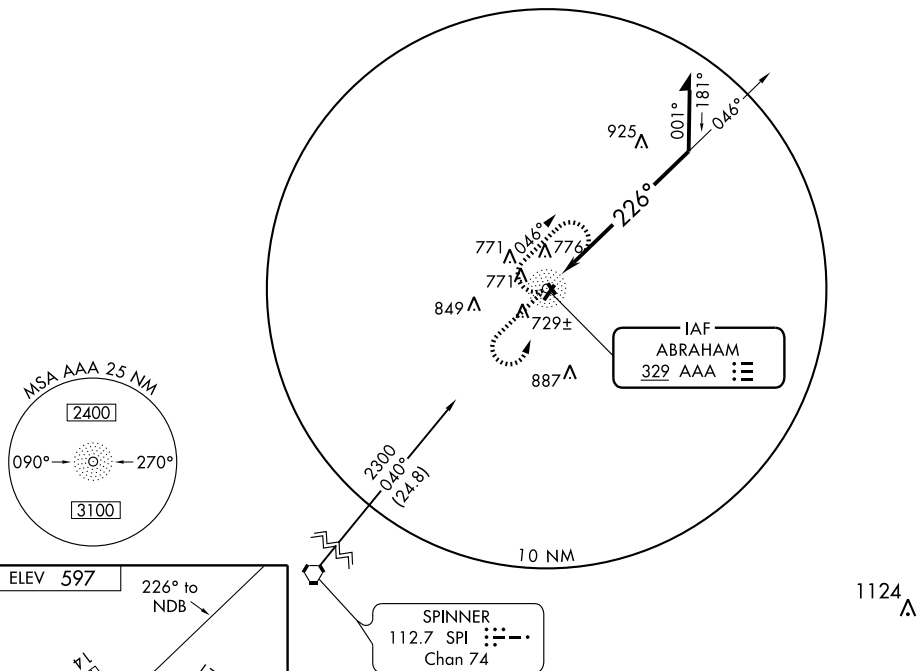
**T** If local altimeter setting not received, use Springfield, IL  
**A** altimeter setting and increase all MDA's 60 feet.  
Circling to Rwy 14/32 NA at night.

**MISSED APPROACH:** Climb to 2300 then left turn direct AAA NDB and hold.

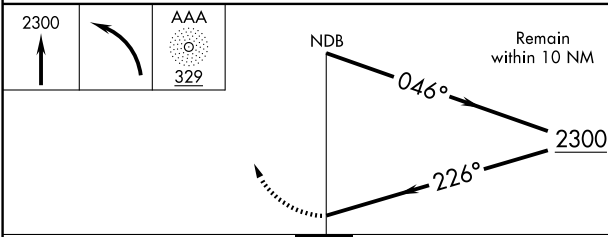
AWOS-3  
118.775

SPRINGFIELD APP CON ★  
118.6 323.0

UNICOM  
122.8 (CTAF) **L**



REIL Rwy 3  
MIRL Rwy 3-21 **L**



CATEGORY	A	B	C	D
S-21	1340-1 743 (800-1)	1340-1 $\frac{1}{4}$ 743 (800- $\frac{1}{4}$ )	1340-2 $\frac{1}{4}$ 743 (800-2 $\frac{1}{4}$ )	1340-2 $\frac{1}{2}$ 743 (800-2 $\frac{1}{2}$ )
CIRCLING	1340-1 743 (800-1)	1340-1 $\frac{1}{4}$ 743 (800- $\frac{1}{4}$ )	1340-2 $\frac{1}{4}$ 743 (800-2 $\frac{1}{4}$ )	1340-2 $\frac{1}{2}$ 743 (800-2 $\frac{1}{2}$ )

APP CRS	Rwy Idg	3999
035°	TDZE	596
	Apt Elev	597

RNAV (GPS) RWY 3  
LINCOLN/LOGAN COUNTY (AAA)

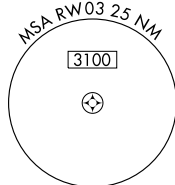
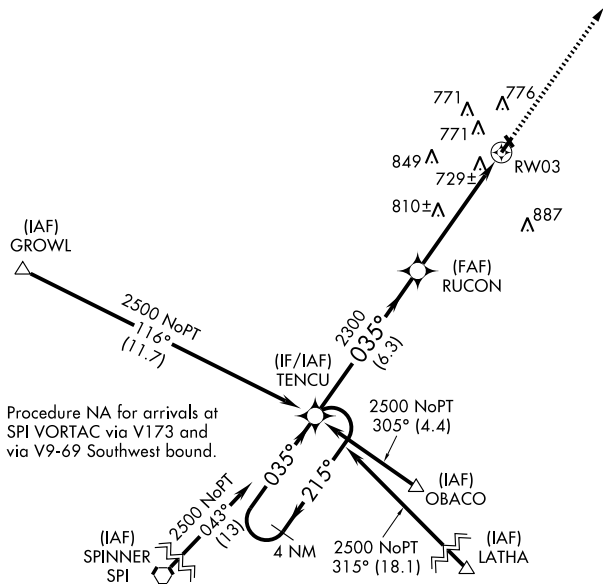
**T** **A** DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2700 direct PIMKE and hold.

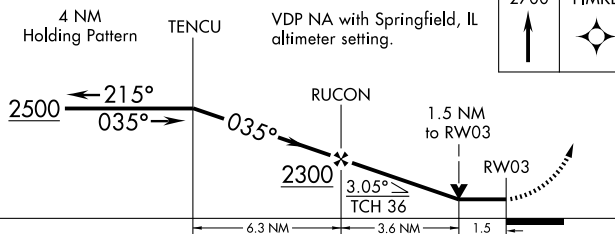
AWOS-3  
118.775

SPRINGFIELD APP CON ★  
118.6 323.0

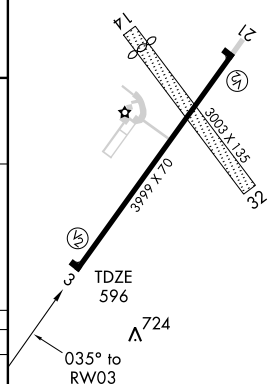
UNICOM  
122.8 (CTAF) **L**

$$\frac{\Lambda_{1108} \pm}{\Lambda_{1108} \pm}$$


ELEV 597



CATEGORY	A	B	C	D
LNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-½)	1120-1¾ 524 (600-¼)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-½)	1160-2 563 (600-2)



REIL Rwy 3  
MIRL Rwy 3-21 **L**



APP CRS	Rwy Idg	3999
215°	TDZE	597
	Apt Elev	597

# RNAV (GPS) RWY 21

## LINCOLN/LOGAN COUNTY (AAA)

**T** DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local  
**A** altimeter setting not received, use Springfield, IL altimeter setting and  
increase all MDAs 60 feet.

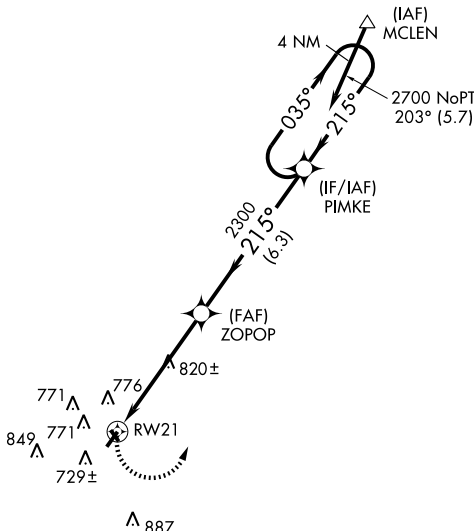
MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

AWOS-3  
118.775

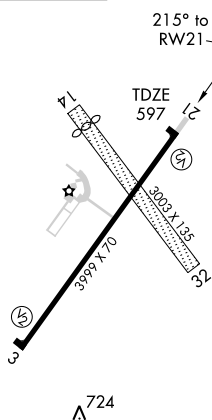
SPRINGFIELD APP CON ★  
118.6 323.0

UNICOM  
122.8 (CTAF) **L**

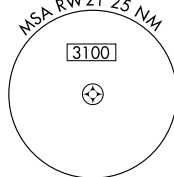
Procedure NA for arrivals at MCLEN  
via V9-69 Northeast bound.

1301 

ELEV 597



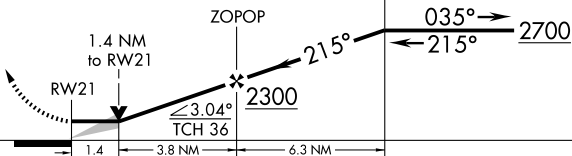
REIL Rwy 3  
MIRL Rwy 3-21 **L**



VDP NA with Springfield, IL  
altimeter setting.

PIMKE

### Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1080-1	483 (500-1)	1080-1¼ 483 (500-1¼)	1080-1½ 483 (500-1½)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

LINCOLN, ILLINOIS  
Orig 10042

40° 10'N-89° 20'W

LINCOLN/LOGAN COUNTY (AAA)  
RNAV (GPS) RWY 21

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

VORTAC SPI <b>112.7</b> Chan <b>74</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>3999</b> <b>596</b> <b>597</b>
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VOR RWY 3

LINCOLN/LOGAN COUNTY (AAA)

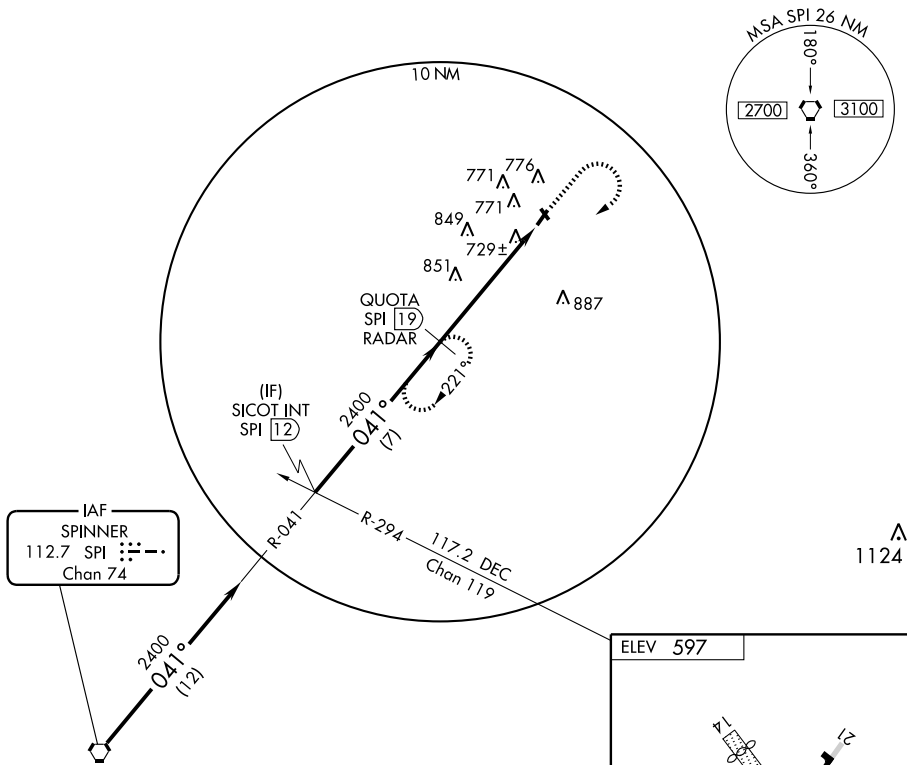
**T** If local altimeter setting not received, use Springfield, IL altimeter  
**A** setting and increase all MDA's 60 feet. Circling to Rwy 14/32  
NA at night. DME or RADAR REQUIRED.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3  
118.775

SPRINGFIELD APP CON ★  
118.6 323.0

UNICOM  
122.8 (CTAF) **L**



Procedure  
Turn  
NA

VORTAC

2400—

SICOT INT

QUOTA  
SPI 19  
RADAR

200

240

QUOTA  
SPI 19

3

SPI  
24.4

CATEGORY

1120

524 (60

1140

112

524 (600-1¼)

1140-1¼

112

524 (600-1½)

1140-1½

11

524 (600-13)

1160-2

FAF to MAP	5.4 NM
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Knots	60	90	120	150
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Min:Sec 5:

4	3:
---	----

6	2
---	---

42

10

1:48

LINCOLN, ILLINOIS

Amdt 7 10042

LINCOLN/LOGAN COUNTY (AAA)

VOR RWY 3

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

**LITCHFIELD MUNI** (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

RWY 18-36: 4003X75 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 24'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt.

MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, and Rwy 36, twy lghts-CTAF. REIL Rwy 09 and Rwy 27 OTS indef.

NOTE: See Special Notices-Aerobatic Practice Area in Illinois.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

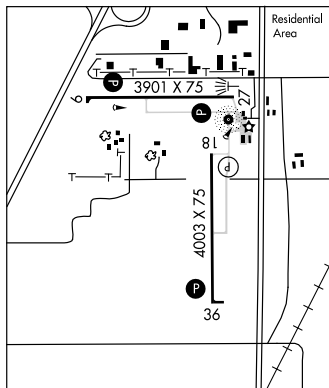
® ST LOUIS APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**VANDALIA (L) VORTAC** 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 276° 24.3 NM to fld. 604/4E.

**NDB (MHW)** 371 LTD N39°09.92' W89°40.53' at fld.

SHUTDOWN.



ST. LOUIS

L-27C

IAP

**LOGAN CO** (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops. RWY 36: Road.

**AIRPORT REMARKS:** Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36-CTAF. ACTIVATE rotating bcn-CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.**COMMUNICATIONS:** CTAF/UNICOM 122.7.

CHICAGO

**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

RWY 09: VASI(V2L)-GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)-GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree. RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lghts-CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

CHICAGO CENTER APP/DEP CON 135.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 129° 17.5 NM to fld. 730/5E. HIWAS

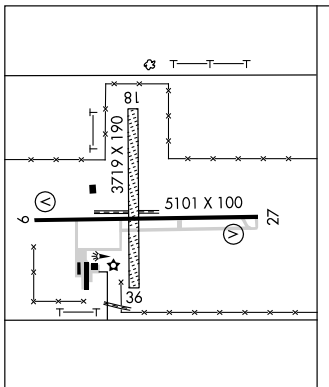
**NDB (MHW)** 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z+.**ILS** 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z+.

CHICAGO

H-5D, L-27B

IAP

**MANITO MITCHELL** (See Manito)

NDB LTD  
371

APP CRS  
097°

Rwy Idg	<b>3901</b>
TDZE	<b>690</b>
Apt Elev	<b>690</b>

NDB RWY 9  
LITCHFIELD MUNI (3LF)



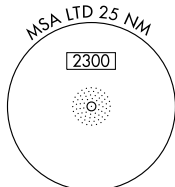
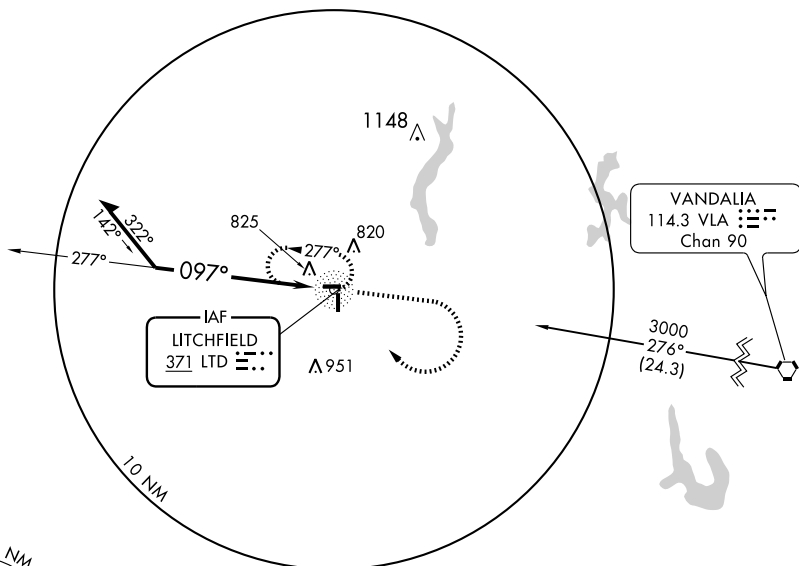
If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

**MISSED APPROACH:** Climb to 3000 then right turn direct LTD NDB and hold.

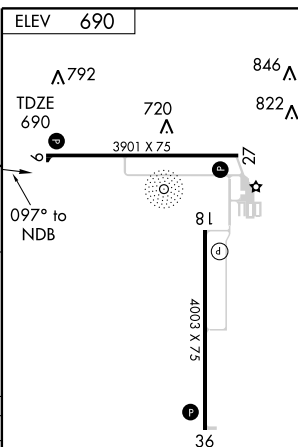
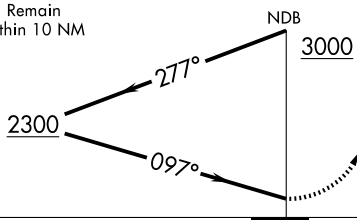
AWOS-3  
118.175

ST. LOUIS APP CON  
124.2 353.9

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-9	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA
CIRCLING	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA

REIL Rwy 18

REIL Rwy 9, 27 and 36 **L**MIRL Rwy 9-27 and 18-36 **L**

NDB LTD <b>371</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>3901</b> <b>690</b> <b>690</b>
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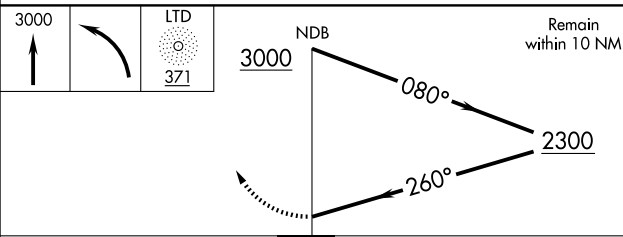
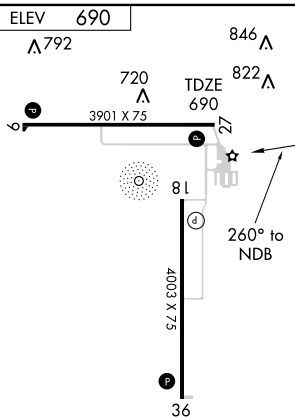
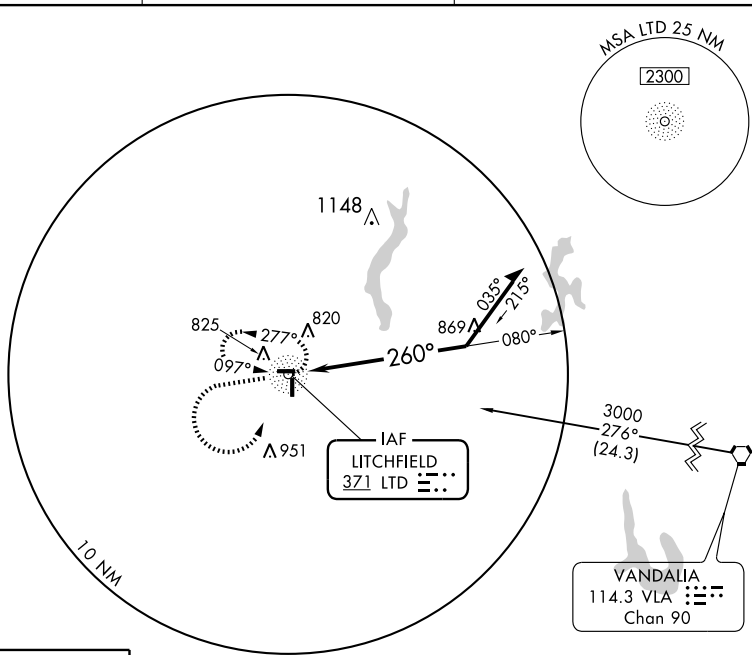
**NDB RWY 27**  
LITCHFIELD MUNI (3LF)

<p><b>NA</b></p> <p>If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 then left turn direct LTD NDB and hold.</p>
--	--

AWOS-3  
**118.175**

ST. LOUIS APP CON  
**124.2 353.9**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-27	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA
CIRCLING	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA

REIL Rwy 18

REIL Rwys 9, 27 and 36 **L**

MIRL Rws 9-27 and 18-36 **L**

LITCHFIELD, ILLINOIS  
Amdt 8 10210

39°10'N-89°40'W

LITCHFIELD MUNI (3LF)  
**NDB RWY 27**

APP CRS	Rwy Idg	<b>3901</b>
<b>089°</b>	TDZE	<b>690</b>
	Apt Elev	<b>690</b>

# RNAV (GPS) RWY 9

LITCHFIELD MUNI (3LF)

**NA** If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

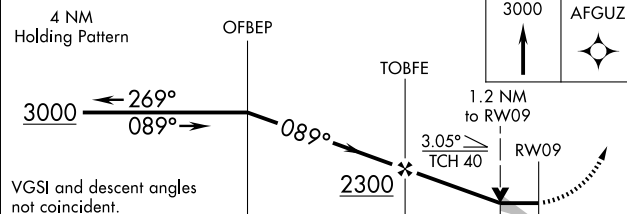
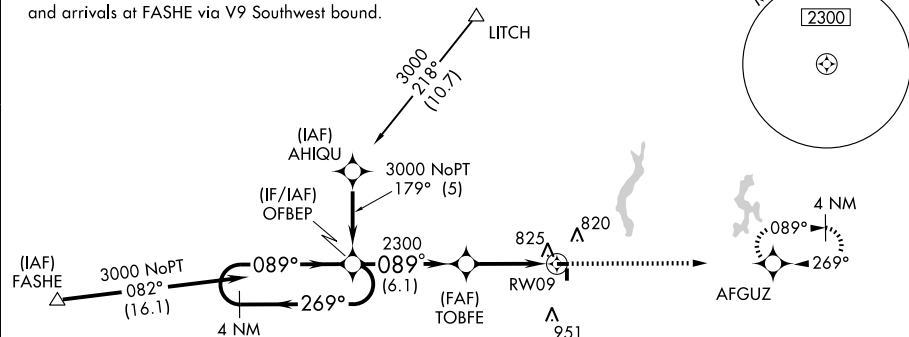
**MISSED APPROACH:** Climb to 3000 direct AFGUZ and hold.

AWOS-3  
**118.175**

ST. LOUIS APP CON  
**124.2 353.9**

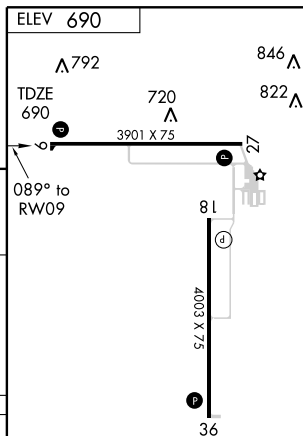
UNICOM  
**122.8 (CTAF)**

Procedure NA for arrivals at LITCH via V69 Northbound and arrivals at FASHE via V9 Southwest bound.



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1140-1	450 (500-1)	1140-1½ 450 (500-1½)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA



REIL Rwy 18  
REIL Rwy 9, 27 and 36  
MIRL Rwy 9-27 and 18-36

WAAS CH <b>58203</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>4003</b> <b>685</b> <b>690</b>
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**RNAV (GPS) RWY 18**

LITCHFIELD MUNI (3LF)



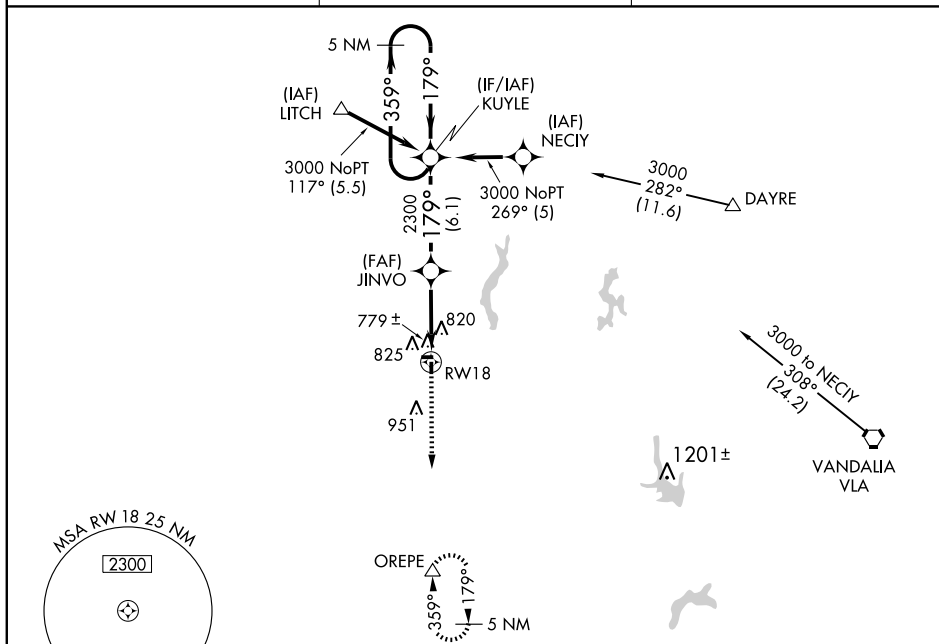
If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3  
**118.175**

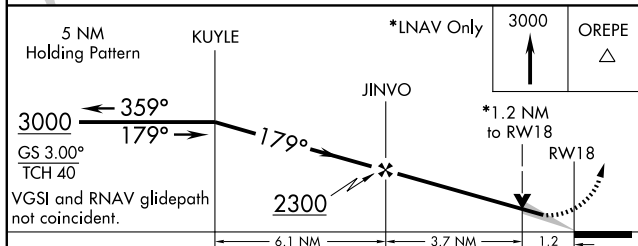
ST. LOUIS APP CON  
**124.2 353.9**

UNICOM  
**122.8 (CTAF)**

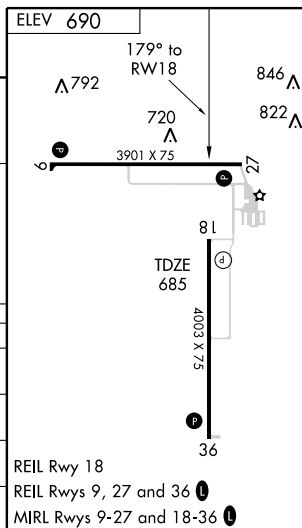


EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LPV DA	997-1	312 (400-1)		NA
LNAV/VNAV DA	1112-1½	427 (500-1½)		NA
LNAV MDA	1100-1	415 (500-1)	1100-1¼ 415 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA



REIL Rwy 18  
REIL Rws 9, 27 and 36  
MIRL Rws 9-27 and 18-36

APP CRS	Rwy Idg	3901
269°	TDZE	690
	Apt Elev	690

## RNAV (GPS) RWY 27

LITCHFIELD MUNI (3LF)

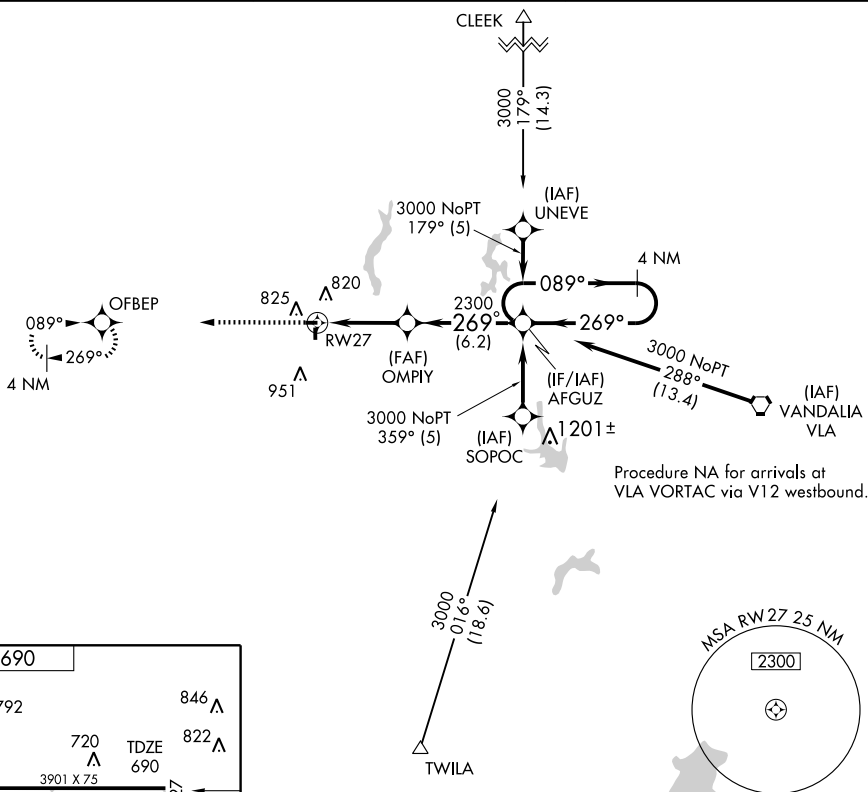


If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

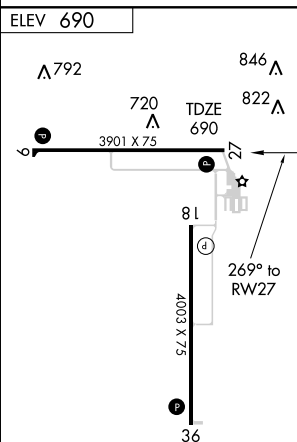
**MISSED APPROACH:** Climb to 3000 direct OFBEP and hold.

AWOS-3  
118.175

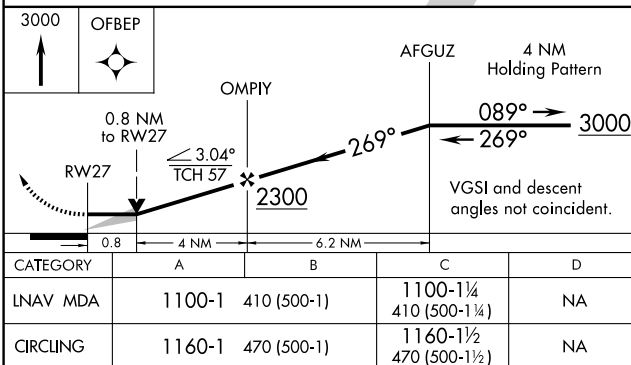
ST. LOUIS APP CON  
124.2 353.9

UNICOM  
122.8 (CTAF) **L**

### Procedure NA for arrivals at VLA VORTAC via V12 westbound



REIL Rwy 18

REIL Rwys 9, 27 and 36 **L**MIRL Rwy 9-27 and 18-36 **L**

LITCHFIELD, ILLINOIS  
Orig 10210

39°10'N-89°40'W

LITCHFIELD MUNI (3LF)

RNAV (GPS) RWY 27

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010



WAAS CH <b>40403</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE <b>4003</b> Apt Elev <b>682</b>
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## RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF)



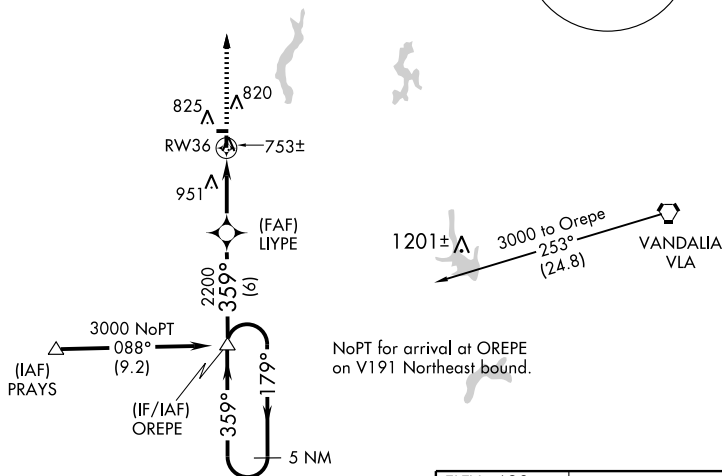
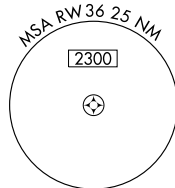
If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3  
**118.175**

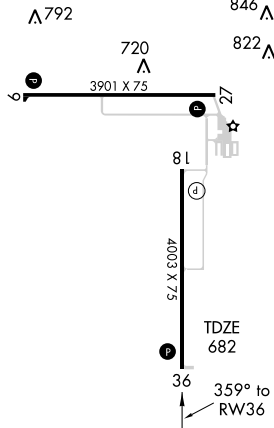
ST. LOUIS APP CON  
**124.2 353.9**

UNICOM  
**122.8 (CTAF) 0**



ELEV 690

MIRL Rwy 9-27 and 18-36  
REIL Rwy 9, 27 and 36  
REIL Rwy 18



5 NM  
Holding Pattern

OREPE

3000 KUYLE

\*LNAV Only

3000  
← 179°  
→ 359°

GS 3.00°  
TCH 40

VGSI and RNAV glidepath  
not coincident.

359°  
→

359°  
→

2200

6 NM

2.9 NM

1.7 NM

\*1.7 NM  
to RW36

RW36

CATEGORY	A	B	C	D
LPV DA	958-1	276 (300-1)		NA
LNAV/VNAV DA	1013-1¼	331 (400-1¼)		NA
LNAV MDA	1260-1	578 (600-1)	1260-1½ 578 (600-1½)	NA
CIRCLING	1260-1	570 (600-1)	1260-1½ 570 (600-1½)	NA

**LITCHFIELD MUNI** (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

RWY 18-36: 4003X75 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 24'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt.

MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, and Rwy 36, twy lghts-CTAF. REIL Rwy 09 and Rwy 27 OTS indef.

NOTE: See Special Notices-Aerobatic Practice Area in Illinois.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

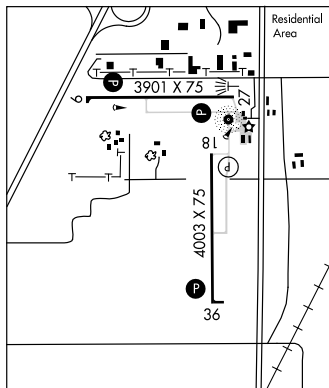
® ST LOUIS APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**VANDALIA (L) VORTAC** 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 276° 24.3 NM to fld. 604/4E.

**NDB (MHW)** 371 LTD N39°09.92' W89°40.53' at fld.

SHUTDOWN.



ST. LOUIS

L-27C

IAP

**LOGAN CO** (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops. RWY 36: Road.

**AIRPORT REMARKS:** Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36-CTAF. ACTIVATE rotating bcn-CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.**COMMUNICATIONS:** CTAF/UNICOM 122.7.

CHICAGO

**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

RWY 09: VASI(V2L)-GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)-GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree. RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lghts-CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

CHICAGO CENTER APP/DEP CON 135.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 129° 17.5 NM to fld. 730/5E. HIWAS

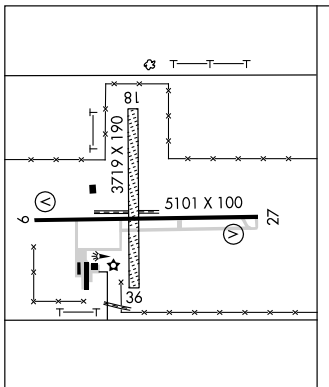
**NDB (MHW)** 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z+.**ILS** 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z+.

CHICAGO

H-5D, L-27B

IAP

**MANITO MITCHELL** (See Manito)

LOC I-MQB	APP CRS	Rwy Idg	<b>5101</b>
<b><u>110.3</u></b>	<b>269°</b>	TDZE	<b>688</b>
		Apt Elev	<b>707</b>

LOC RWY 27  
MACOMB MUNI (MQB)

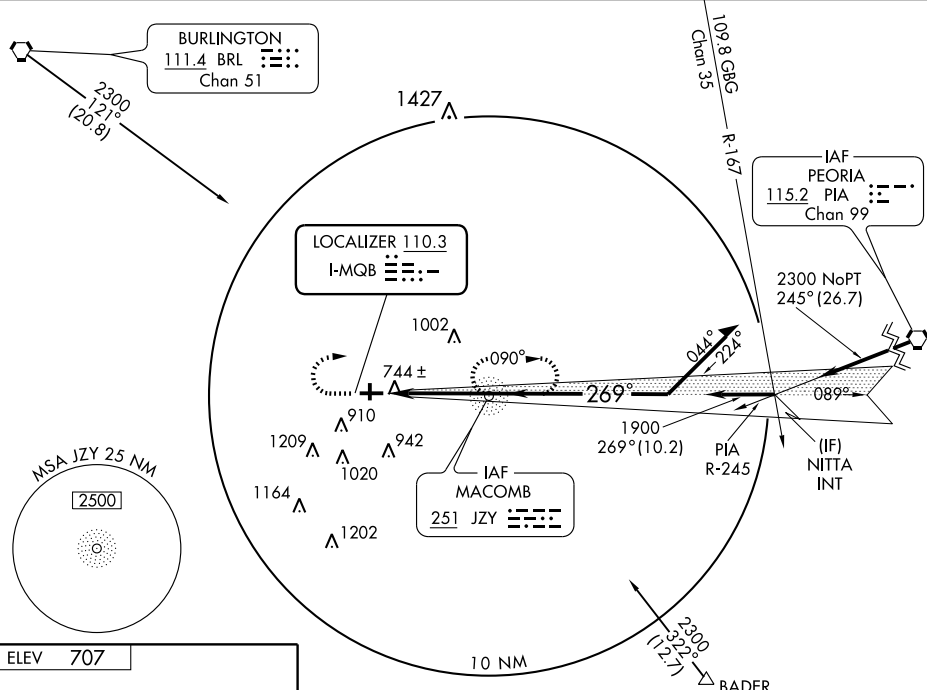
**T**  
**A** If local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA's 80 feet.  
ADF REQUIRED.

**MISSED APPROACH:** Climb to 2300 then right turn direct JZY NDB and hold.

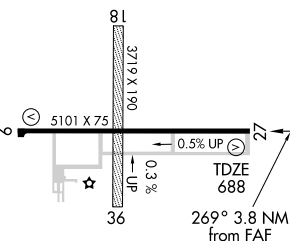
AWOS-3  
**119.025**

CHICAGO CENTER  
135.6 316.1

UNICOM  
122.8 (CTAF) **L**



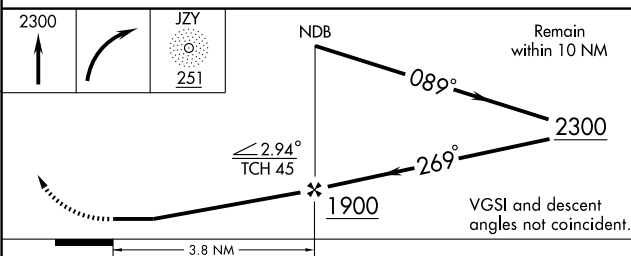
ELEV 707



REIL Rwy 27 **L**  
HIRL Rwy 9-27 **L**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-LOC 27	1000-1 312 (300-1)			
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

MACOMB, ILLINOIS

Amdt 3 08157

40°31'N-90°39'W

MACOMB MUNI (MOR)

LOC RWY 27

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>5101</b>
<b>089°</b>	TDZE	<b>707</b>
	Apt Elev	<b>707</b>

# RNAV (GPS) RWY 9

MACOMB MUNI (MQB)



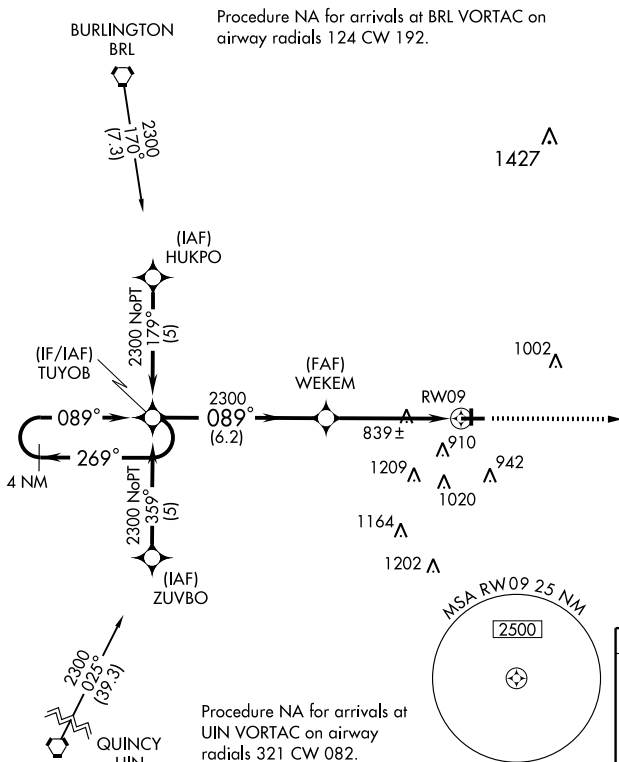
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

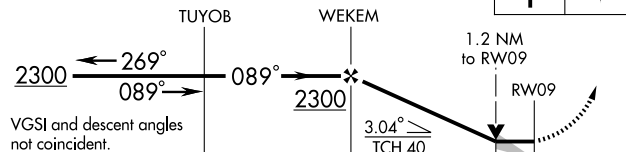
AWOS-3  
**119.025**

CHICAGO CENTER  
**135.6 316.1**

UNICOM  
**122.8 (CTAF) 0**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 0  
HIRL Rwy 9-27 0

APP CRS	Rwy Idg	<b>5101</b>
<b>269°</b>	TDZE	<b>688</b>
	Apt Elev	<b>707</b>

# RNAV (GPS) RWY 27

## MACOMB MUNI (MQB)

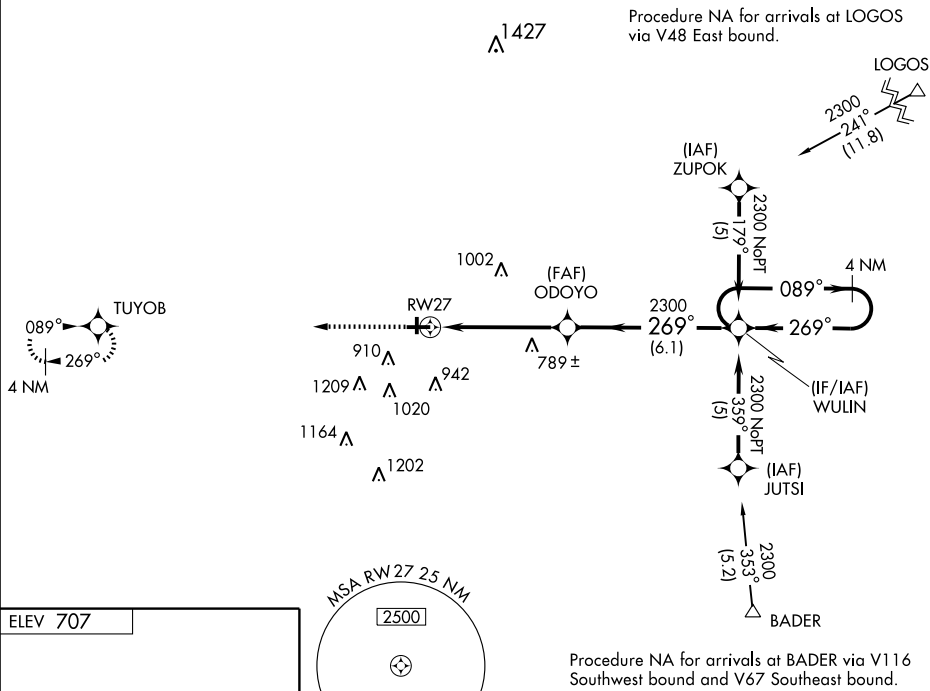
**V** DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet.  
**A** VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300  
direct TUYOB and hold.

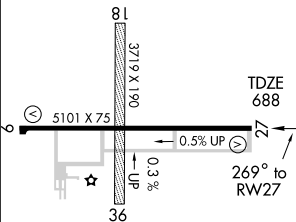
AWOS-3  
**119.025**

CHICAGO CENTER  
**135.6 316.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 707



REIL Rwy 27 **0**  
HIRL Rwy 9-27 **0**

CATEGORY	A		B		C		D	
	1120-1		1260-1		1260-1½		1300-2	
LNAV MDA	1040-1		352 (400-1)		1040-1¼		352 (400-1¼)	
CIRCLING	413 (500-1)		553 (600-1)		553 (600-1½)		593 (600-2)	



## MANITO

**MANITO MITCHELL** (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO

501 TPA-1301(800) NOTAM FILE IKK

L-27C

**Rwy 04-22:** H2784X40 (ASPH) LIRL (NSTD)

IAP

**Rwy 04:** Thld dspcd 175'. Tree.

**Rwy 22:** Thld dspcd 448'. Pole.

**Rwy 18-36:** 2188X40 (ASPH-TURF)

**Rwy 18:** Thld dspcd 700'. Tree.

**Rwy 36:** Thld dspcd 80'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dspcd thlds; fixture spacing and lgt ints varies. All dspcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

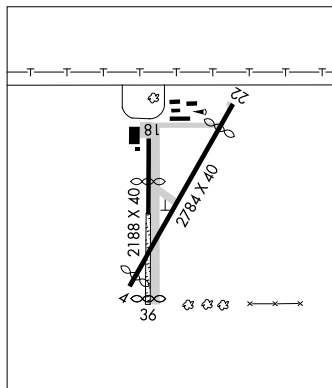
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **PEORIA APP/DEP CON** 124.675

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

**PEORIA (L) VORTACW** 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



**MARION** N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS

(L) **VOR/DME** 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

H-5E, L-16H

DME unusable 030°-140° byd 20 NM blo 3500'.

**RCO** 122.1R 110.4T (ST LOUIS RADIO).

## MARION

**WILLIAMSON CO RGNL** (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

ST LOUIS

472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

H-5E, L-16H

**Rwy 02-20:** H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

IAP, AD

**Rwy 02:** REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

**Rwy 20:** MALSR. Tree.

**Rwy 11-29:** H4997X100 (ASPH-CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.3% up SE

**Rwy 11:** REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

**Rwy 29:** REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>Rwy 20</b>	11-29	6650
<b>Rwy 29</b>	02-20	4650

**AIRPORT REMARKS:** Attended continuously. Acft svc hrs 1230-0400Z†, other hrs call 618-993-2764. Migratory waterfowl and deer on and in/ov arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (618) 942-8877. SAWRS.

**COMMUNICATIONS:** CTAF 126.9 UNICOM 122.95

**MARION RCO** 122.1R 110.4T (ST LOUIS RADIO)

® **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

**MARION TOWER** 126.9 (1300-0100Z†) **GND CON** 121.7

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.

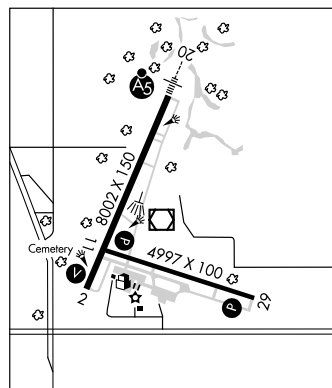
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

**MARION (L) VOR/DME** 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

**JONNY NDB (LOM)** 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

**ILS** 109.3 I-MWA Rwy 20. Class IA. LOM **JONNY NDB**. MM OTS indef.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



## MARSHALL CO (See LACON)

VORTAC PIA <b>115.2</b> Chan <b>99</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>501</b>
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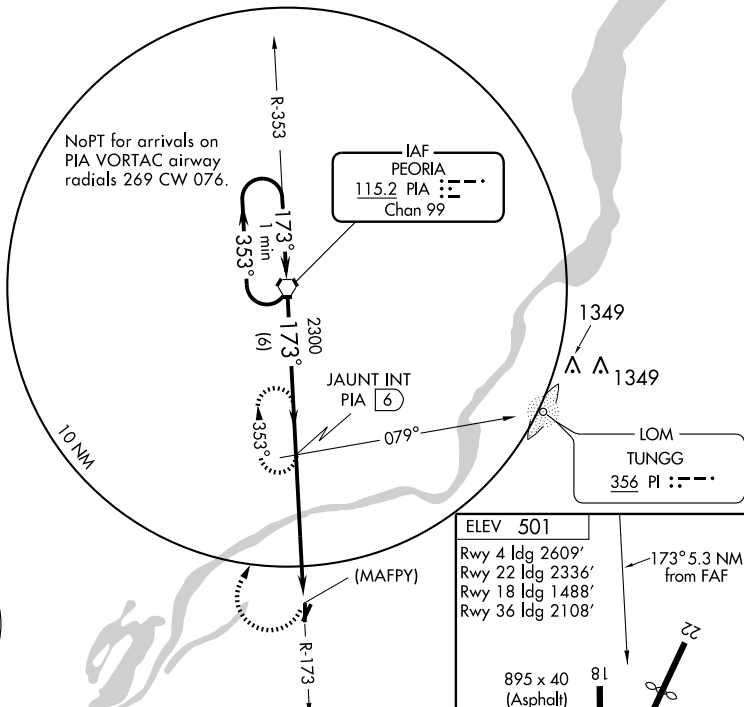
**VOR or GPS-A**  
MANITO MITCHELL (C45)

**▼** Use Peoria altimeter setting. DME or ADF REQUIRED.  
**▲ NA** CAUTION: 550' pole lines 100 feet from Rwy 22 threshold.  
 Procedure not authorized at night except by prior arrangement for runway lights.

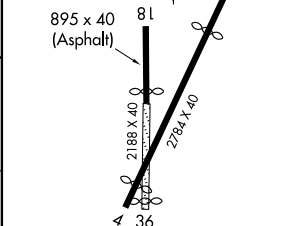
MISSED APPROACH: Climbing  
right turn to 2300 via PIA R-173  
to JAUNT Int 6 DME and hold.

PEORIA APP CON  
**124.675 269.2**

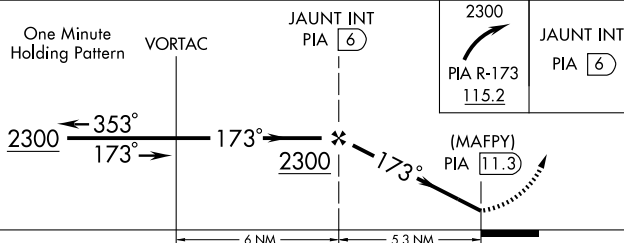
UNICOM  
**122.8** (CTAF)



ELEV 501  
 Rwy 4 Idg 2609'  
 Rwy 22 Idg 2336'  
 Rwy 18 Idg 1488'  
 Rwy 36 Idg 2108'



Rwy 4-22 Rwy lights only between  
displaced thresholds, 2281'.



CATEGORY	A	B	C	D
CIRCLING	1040-1	530 (600-1)	1040-1½ 530 (600-1½)	NA

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



## AIRPORT DIAGRAM

AL-5215 (FAA)

MARION / WILLIAMSON COUNTY RGNL (MWA)

MARION, ILLINOIS

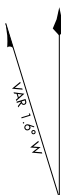
AWOS-3  
119.675  
MARION TOWER ★  
126.9  
GND CON  
121.7  
CLNC DEL  
125.3 (When Tower Closed)

37°46'N

571 ±  
AELEV  
465 02

204.3°

8002 X 150



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 02-20

S-80, D-95, 2S-121, 2D-140

RWY 11-29

S-45, D-55, 2D-100

ELEV  
454

LAHSO

0.3% UP

109.2°

FIELD  
ELEV  
472

4997 X 100

FIRE  
STATION

ELEV  
453TWR  
542

FBO

TERMINAL

ELEV  
467

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°01'W

89°00'W

## AIRPORT DIAGRAM

MARION, ILLINOIS

MARION / WILLIAMSON COUNTY RGNL (MWA)

## MANITO

**MANITO MITCHELL** (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO

501 TPA-1301(800) NOTAM FILE IKK

L-27C

**RWY 04-22:** H2784X40 (ASPH) LIRL (NSTD)

IAP

**RWY 04:** Thld dspcd 175'. Tree.

**RWY 22:** Thld dspcd 448'. Pole.

**RWY 18-36:** 2188X40 (ASPH-TURF)

**RWY 18:** Thld dspcd 700'. Tree.

**RWY 36:** Thld dspcd 80'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dspcd thlds; fixture spacing and lgt ints varies. All dspcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

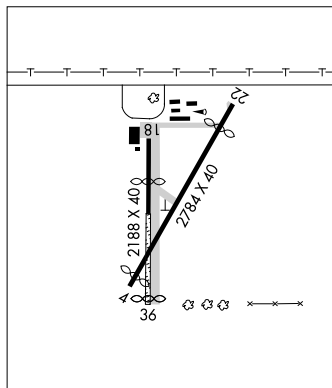
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **PEORIA APP/DEP CON** 124.675

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

**PEORIA (L) VORTACW** 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



**MARION** N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS

(L) **VOR/DME** 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

H-5E, L-16H

DME unusable 030°-140° byd 20 NM blo 3500'.

**RCO** 122.1R 110.4T (ST LOUIS RADIO).

## MARION

**WILLIAMSON CO RGNL** (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

ST LOUIS

472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

H-5E, L-16H

**RWY 02-20:** H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

IAP, AD

**RWY 02:** REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

**RWY 20:** MALSR. Tree.

**RWY 11-29:** H4997X100 (ASPH-CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.3% up SE

**RWY 11:** REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

**RWY 29:** REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 20</b>	11-29	6650
<b>RWY 29</b>	02-20	4650

**AIRPORT REMARKS:** Attended continuously. Acft svc hrs 1230-0400Z†, other hrs call 618-993-2764. Migratory waterfowl and deer on and in/ov arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (618) 942-8877. SAWRS.

**COMMUNICATIONS:** CTAF 126.9 UNICOM 122.95

**MARION RCO** 122.1R 110.4T (ST LOUIS RADIO)

® **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

**MARION TOWER** 126.9 (1300-0100Z†) **GND CON** 121.7

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.

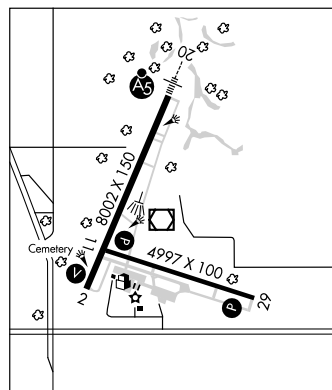
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

**MARION (L) VOR/DME** 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

**JONNY NDB (LOM)** 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

**ILS** 109.3 I-MWA Rwy 20. Class IA. LOM **JONNY NDB**. MM OTS indef.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



## MARSHALL CO (See LACON)

LOC I-MWA <b>109.3</b>	APP CRS <b>202°</b>	Rwy Idg TDZE <b>468</b> Apt Elev <b>472</b>
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## ILS or LOC RWY 20

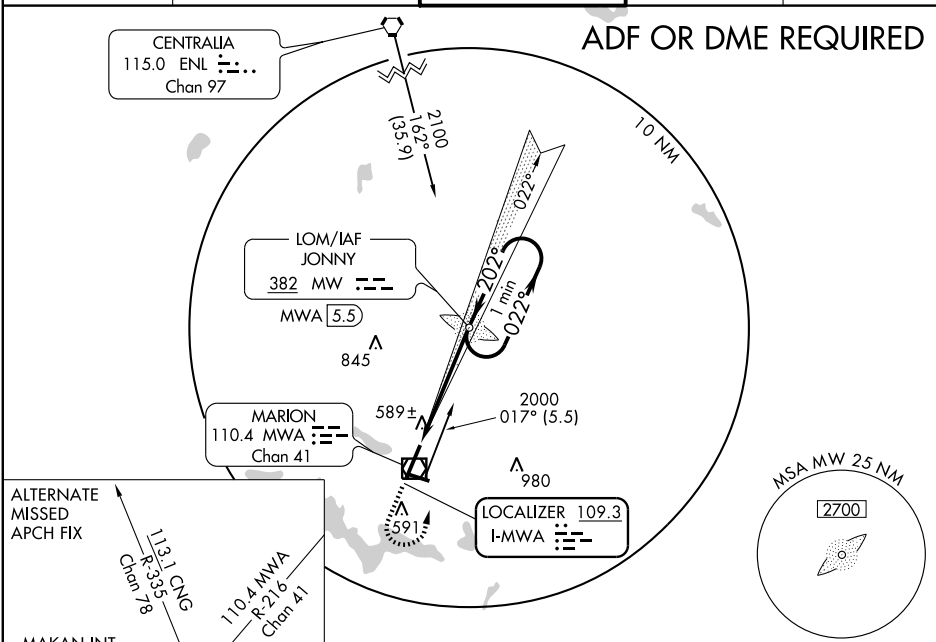
MARION/ WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet.  
 ▲ ADF REQUIRED.

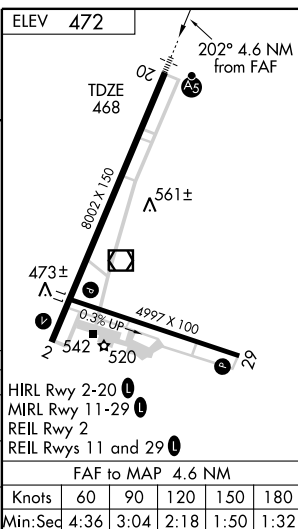


MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.

AWOS-3 <b>119.675</b>	KANSAS CITY CENTER <b>125.3 269.5</b>	MARION TOWER ★ <b>126.9 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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1500	2000	MW	LOM MWA 5.5	One Minute Holding Pattern
1500	2000	MW	1990	022° → 2000
1500	2000	MW	1990	← 202° 2000
1500	2000	MW	1990	GS 3.00° TCH 50
1500	2000	MW	1990	4.6 NM
CATEGORY	A	B	C	D
S-ILS 20	668-½	200 (200-½)		
S-LOC 20	840-½	372 (400-½)		840-¾ 372 (400-¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



LOM MW <b>382</b>	APP CRS <b>201°</b>	Rwy Idg TDZE <b>468</b> Apt Elev <b>472</b>
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**NDB RWY 20**

MARION/WILLIAMSON COUNTY RGNL (MWA)

**▼** If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

MALSR



**MISSED APPROACH:** Climb to 2100 then left turn direct MW LOM and hold.

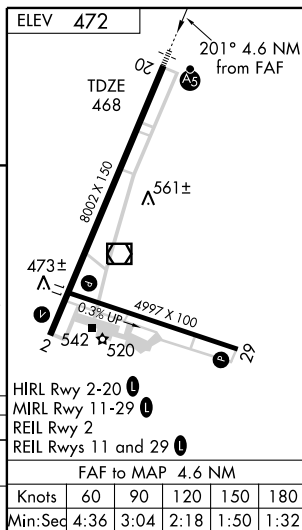
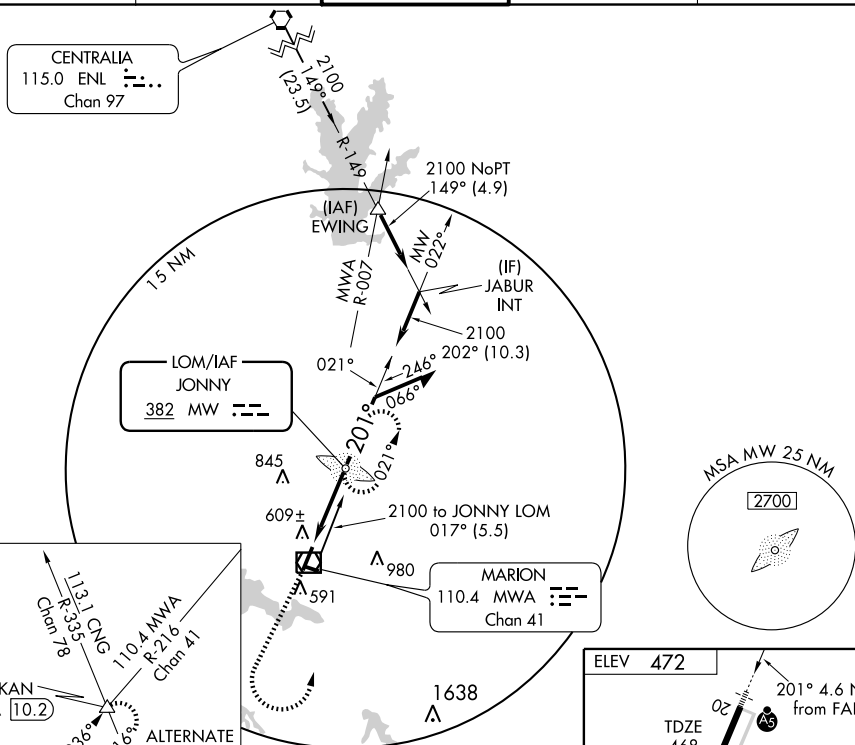
AWOS-3  
**119.675**

KANSAS CITY CENTER  
**125.3 269.5**

MARION TOWER ★  
**126.9 (CTAF) 0**

GND CON  
**121.7**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-20	920-¾ 452 (500-¾)			920-1¼ 452 (500-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

MARION, ILLINOIS  
Amdt 10 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)

37°45'N - 89°01'W

**NDB RWY 20**

APP CRS	Rwy Idg	<b>8002</b>
<b>022°</b>	TDZE	<b>467</b>
	Apt Elev	<b>472</b>

**RNAV (GPS) RWY 2**

MARION/WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphorsboro altimeter setting and increase all MDAs 40 feet.  
 ▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

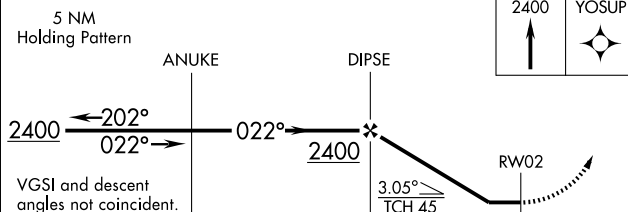
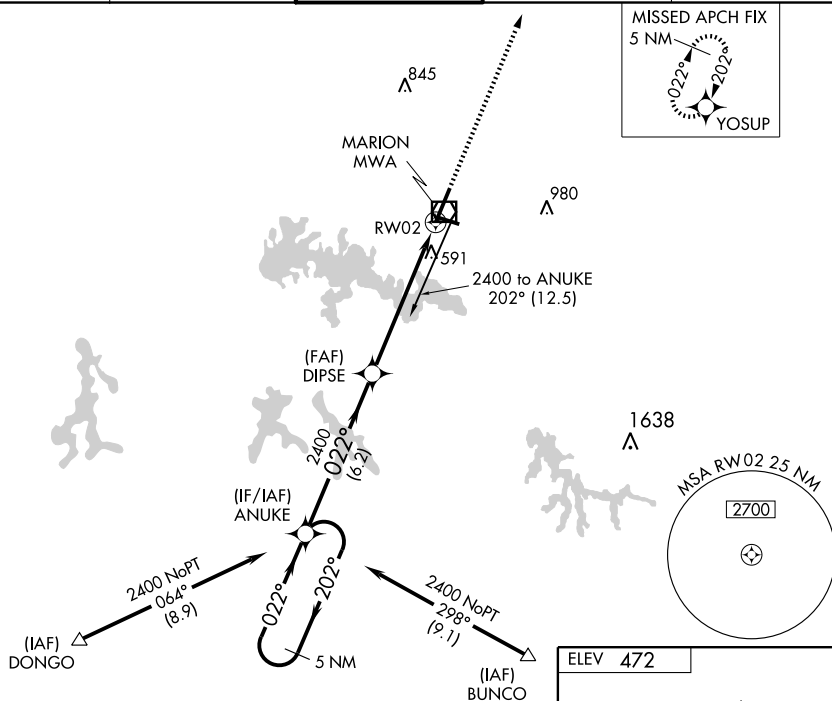
AWOS-3  
**119.675**

KANSAS CITY CENTER  
**125.3 269.5**

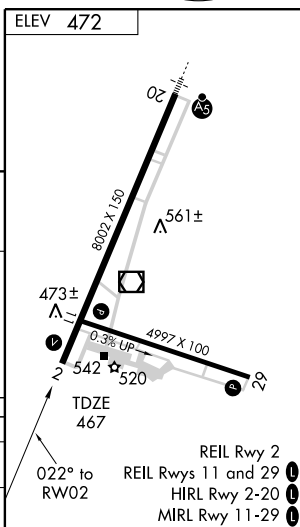
MARION TOWER ★  
**126.9 (CTAF) 0**

GND CON  
**121.7**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
RNAV MDA	860-1 393 (400-1)			860-1¼ 393 (400-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



WAAS CH <b>57904</b> <b>W20A</b>	APP CRS <b>202°</b>	Rwy Idg <b>8002</b> TDZE <b>468</b> Apt Elev <b>472</b>
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## RNAV (GPS) RWY 20

MARION/WILLIAMSON COUNTY RGNL (MWA)

**▼** Baro-VNAV NA when using Carbondale-Murphysboro altimeter setting. If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DAs 36 feet and all MDAs 40 feet. For inoperative MALS/R increase VNAV Cat D visibility to 1/4. VDP NA when using Carbondale-Murphysboro altimeter setting. DME/DME RNP-0.3 NA.

MALSR

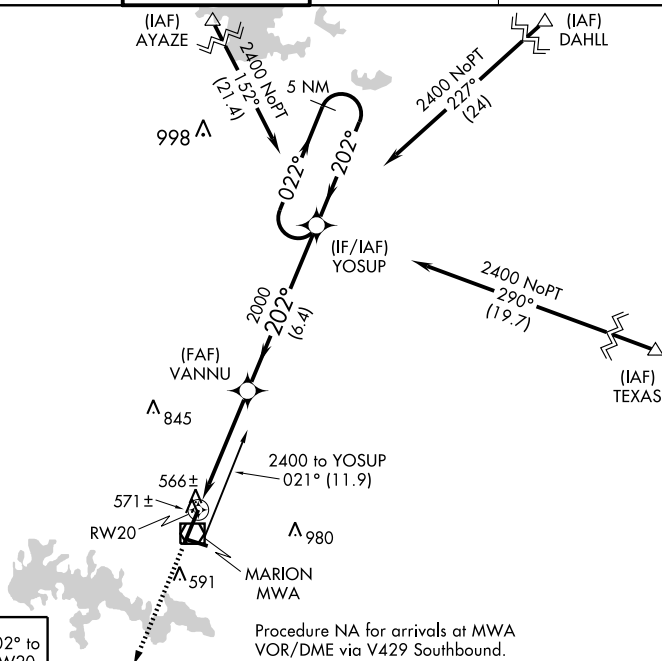
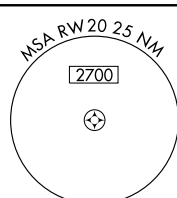
**MISSED APPROACH:**  
Climb to 2400 direct  
ANUKE and hold.

AWOS-3  
119.675

KANSAS CITY CENTER  
125.3 269.5

MARION TOWER ★  
126.9 (CTAF) ①

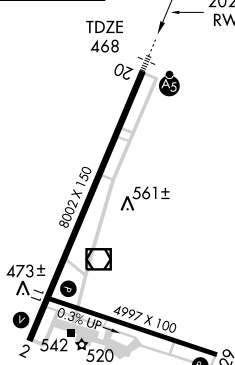
GND CON  
121.7

UNICOM  
122.95

MISSED APCH FIX  
ANUKE

022° 202°  
5 NM

ELEV 472



REIL Rwy 2  
REIL Rwy 11 and 29  
HIRL Rwy 2-20  
MIRL Rwy 11-29

[illegible]

VOR/DME MWA  
**110.4**  
Chan **41**

APP CRS  
**027°**

Rwy Idg  
TDZE **467**  
Apt Elev **472**

**VOR RWY 2**

MARION/ WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

▲ Visibility reduction by helicopters NA. ADF or DME Required.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

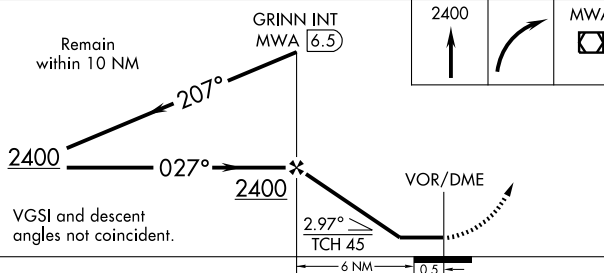
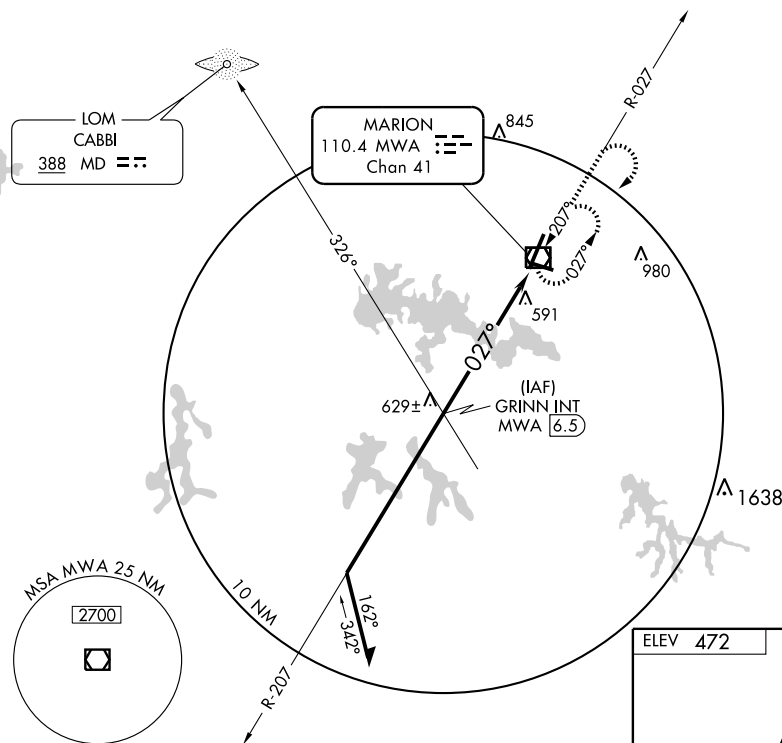
AWOS-3  
**119.675**

KANSAS CITY CENTER  
**125.3 269.5**

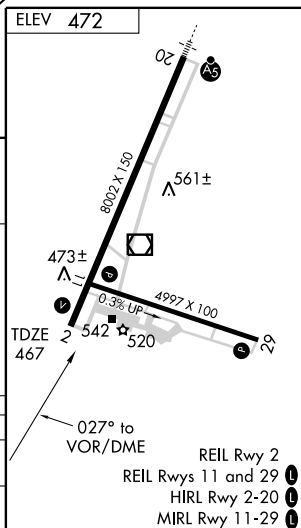
MARION TOWER ★  
**126.9** (CTAF) ①

GND CON  
**121.7**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-2	900-1	433 (500-1)	900-1¼ 433 (500-1¼)	900-1½ 433 (500-1½)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



VOR/DME MWA <b>110.4</b> Chgn <b>41</b>	APP CRS <b>190°</b>	Rwy Idg <b>8002</b> TDZE <b>468</b> Apt Elev <b>472</b>
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VOR RWY 20

MARION/ WILLIAMSON COUNTY RGNL (MWA)

**▼** If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. **▲** TORRE Fix Minimums: For inoperative MALS increase S-20 Cat D visibility to 1/4.


MALSR



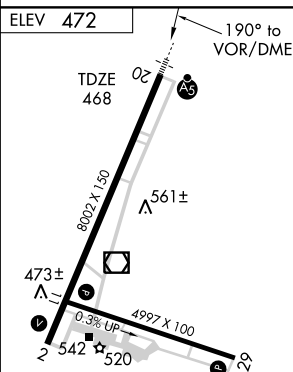
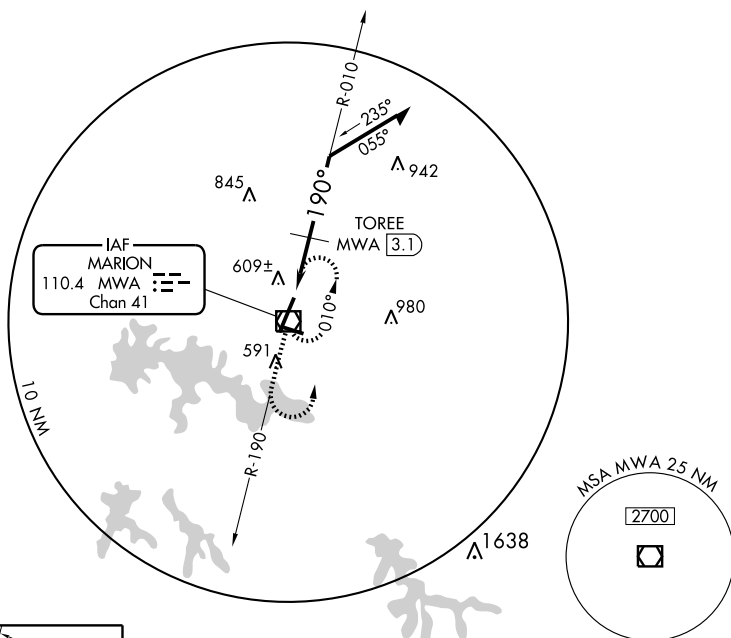
**MISSED APPROACH:** Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3  
119.675

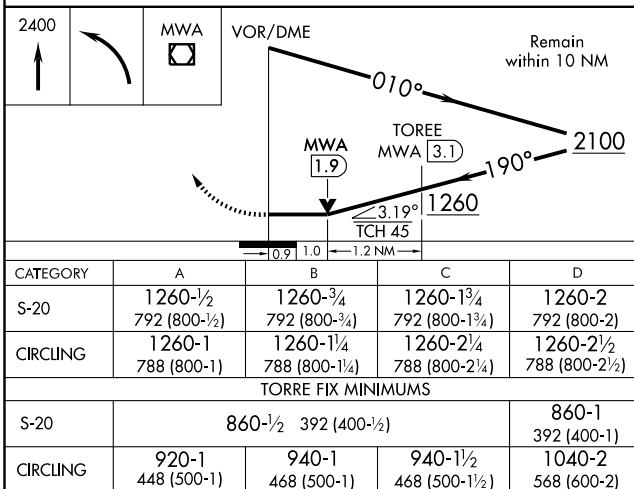
KANSAS CITY CENTER  
125.3 269.5

MARION TOWER ★  
126.9 (CTAF) 

GND CON  
121.7

UNICOM  
122.95

HIRL Rwy 2-20 **L**  
MIRL Rwy 11-29 **L**  
REIL Rwy 2  
REIL Rwy 11 and 29 **L**

MARION, ILLINOIS  
Amdt 17 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)

37°45'N - 89°01'W

VOR RWY 20



**MATTOON** N39°28.68' W88°17.16' NOTAM FILE STL.

(L) VOR/DME 109.4 MTO Chan 31 at Coles Co Mem. 720/3E. ASOS.

DME unusable 100°-260° byd 30 NM blo 3500'.

RCO 123.6R 109.4T (ST LOUIS RADIO)

ST LOUIS

L-27C

## MATTOON/CHARLESTON

**COLES CO MEM** (MTO) 4 E UTC-6(-5DT) N39°28.68' W88°16.76'

722 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MTO

Rwy 11-29: H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-280 HIRL

Rwy 11: REIL. Rgt tfc. Rwy 29: MALSR. Tree.

Rwy 06-24: H5799X100 (ASPH-GRVD) S-50, D-70, 2S-89,  
2D-117 MIRL

Rwy 06: REIL. VASI(V4L)—GA 3.0° TCH 41'. Tree. Rgt tfc.

Rwy 24: REIL. VASI(V4L)—GA 3.0° TCH 46'.

Rwy 18-36: 1080X250 (TURF)

Rwy 18: Rgt tfc.

### RUNWAY DECLARED DISTANCE INFORMATION

Rwy 06: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

Rwy 11: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

Rwy 18: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

Rwy 24: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

Rwy 29: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

Rwy 36: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

**AIRPORT REMARKS:** Attended Apr-Sep 1130Z±-dusk, Oct-Mar

1230-0000Z±. Deer and birds on and in/ov arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 217-234-7120. Rwy 18-36 not avbl for air

carrier ops with more than 30 passenger seats. Rwy 18 marked

with corner stone markers, length and width. HIRL Rwy 11-29 ints preset, to increase ints and ACTIVATE MALSR

Rwy 29, MIRL Rwy 06-24, REILS Rwy 06, 11 and 24—CTAF.

**WEATHER DATA SOURCES:** ASOS 109.4 MTO (217) 234-8442.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

MATTOON RCO 123.6R 109.4T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z±)

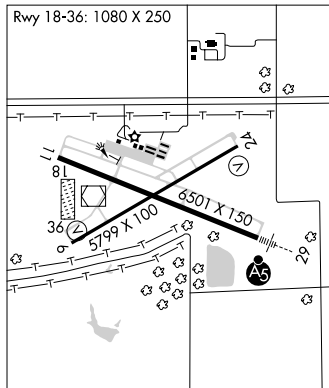
CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

MATTOON (L) VOR/DME 109.4 MTO Chan 31 N39°28.68' W88°17.16' at fld. 720/3E. ASOS.

ZEBRE NDB (MHW/LOM) 347 MT N39°26.55' W88°10.41' 293° 5.4 NM to fld.

ILS 111.1 I-MTO Rwy 29. LOM ZEBRE NDB. LOM unusable byd 15 NM.



## MENDOTA

**GRANDPAS' FARM MENDOTA** (ØC7) 2 SW UTC-6(-5DT) N41°31.32' W89°07.96'

CHICAGO

727 TPA-1527(800) NOTAM FILE IKK

Rwy 18-36: 3980X200 (TURF) LIRL (NSTD)

Rwy 18: Thld dspcd 300'. Road. Rwy 36: Thld dspcd 80'. Fence.

**AIRPORT REMARKS:** Attended irregularly. Rwy 18-36 call first for rwy conditions 815-866-9939/815-539-6359. Rwy

18-36 dspcd thld is 1' high blue barrel halves. ACTIVATE NSTD LIRL Rwy 18-36—CTAF 122.9. Rwy 18-36

NSTD LIRL; fixture spacing and lgt ints varies; non-FAA approved L-800 series.

**COMMUNICATIONS:** CTAF 122.9

## MERCER CO

(See ALEDO)

LOC I-MTO <b>111.1</b>	APP CRS <b>293°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>718</b> <b>722</b>
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# ILS or LOC RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase DA 82 feet, and all MDA 100 feet, increase S-LOC 29 Cat C and D visibility ¼ mile. For inoperative MALSR when using Champaign/Urbana altimeter setting increase S-ILS 29 visibility ½ mile.

MALSR

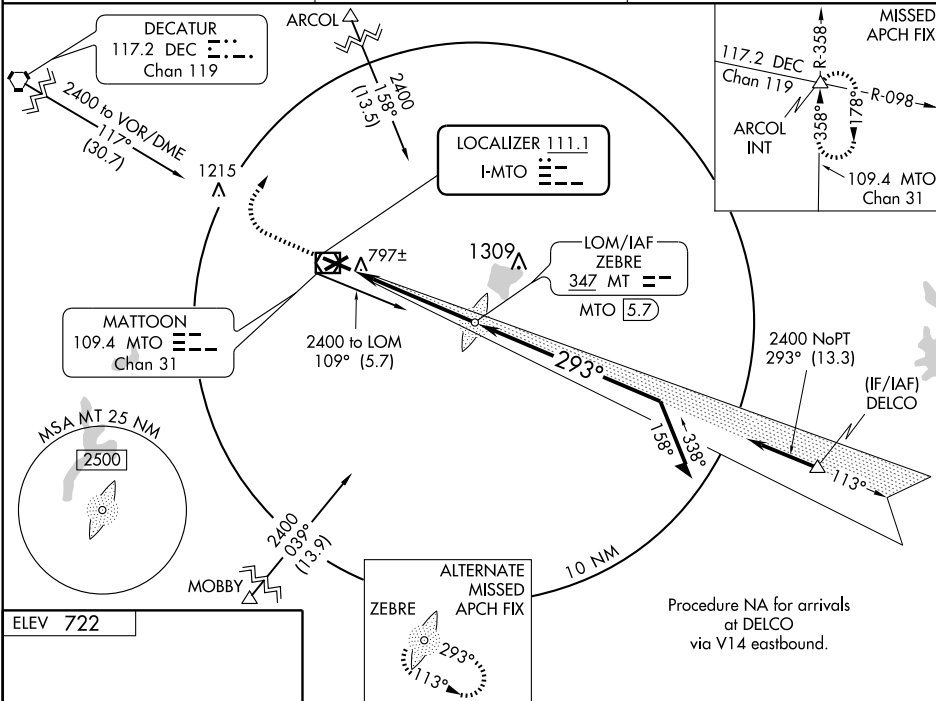


MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 via MTO R-358 to ARCOL Int and hold.

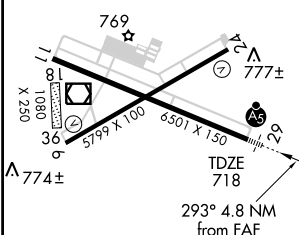
ASOS  
**109.4**

CHAMPAIGN APP CON★  
**132.85 291.0**

UNICOM  
**122.7 (CTAF)**



ELEV 722



MIRL Rwy 6-24

HIRL Rwy 11-29

REIL Rwy 6, 11, and 24

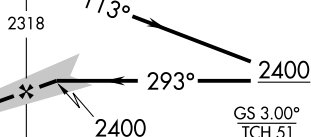
FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

1200	2500	ARCOL INT
		R-358

ZEBRE LOM  
MTO 5.7

Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 29	918-½ 200 (200-½)			
S-LOC 29	1060-½ 342 (400-½)			1060-¾ 342 (400-¾)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MATTOON-CHARLESTON, ILLINOIS

Amdt 6A 06MAY10

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

39°29'N - 88°17'W

ILS or LOC RWY 29

LOM MT <b>347</b>	APP CRS <b>293°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>718</b> <b>722</b>
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**NDB RWY 29**

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

**⚠** When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-29 Cat C visibility ¼ mile and increase S-29 Cat D visibility ½ mile.

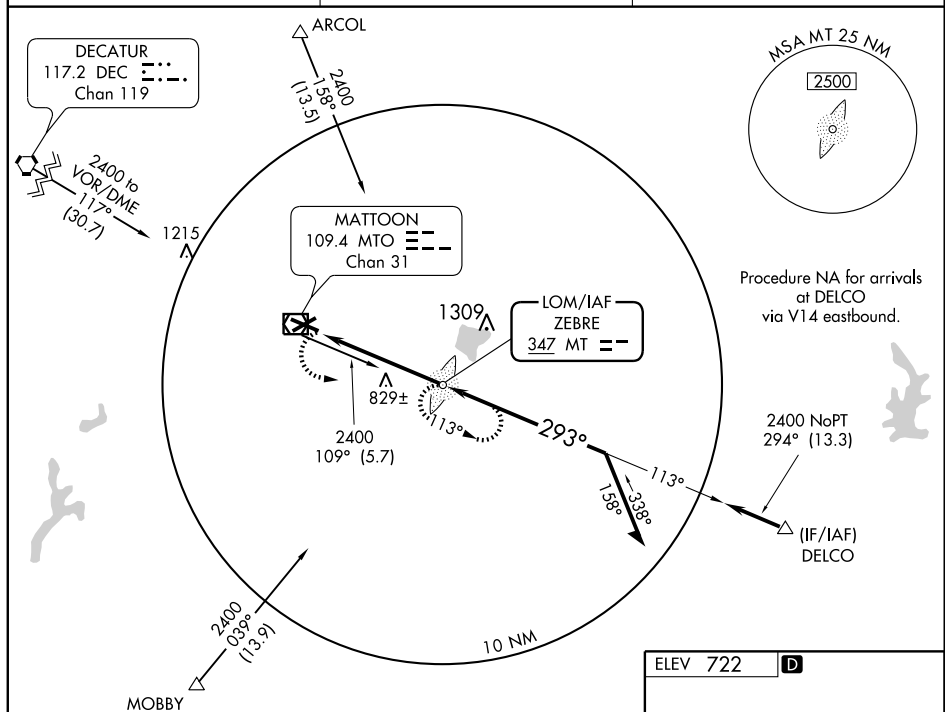


**MISSED APPROACH:**  
Climbing left turn to 2400  
direct ZEBRE LOM and hold.

ASOS  
**109.4**

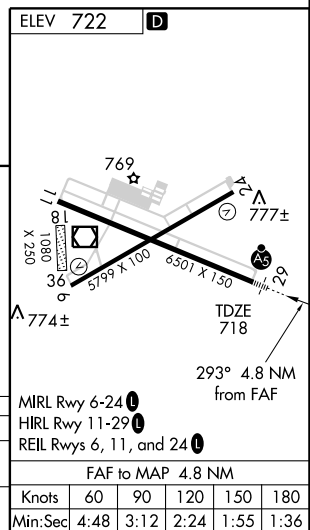
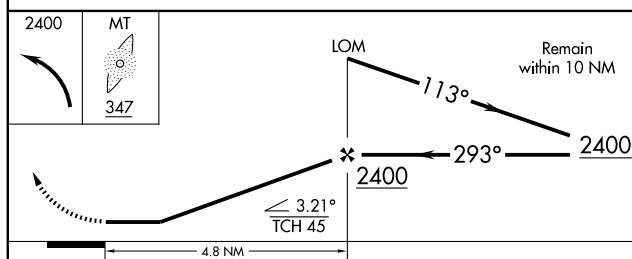
CHAMPAIGN APP CON ★  
**132.85 291.0**

UNICOM  
**122.7 (CTAF)**



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-29	1140-3/4 422 (500-3/4)			1140-1 422 (500-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1 1/2 458 (500-1 1/2)	1280-2 558 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

MATTOON-CHARLESTON, ILLINOIS  
Amdt 5 17DEC09

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)  
39°29'N - 88°17'W  
**NDB RWY 29**

APP CRS **240°**  
Rwy Idg **5799**  
TDZE **719**  
Apt Elev **722**

# RNAV (GPS) RWY 24

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

**V** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase MDA 100 feet, increase LNAV Cat C visibility ¼ mile and LNAV Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct QUSZY and via track 324° to LUSLY and hold.

ASOS

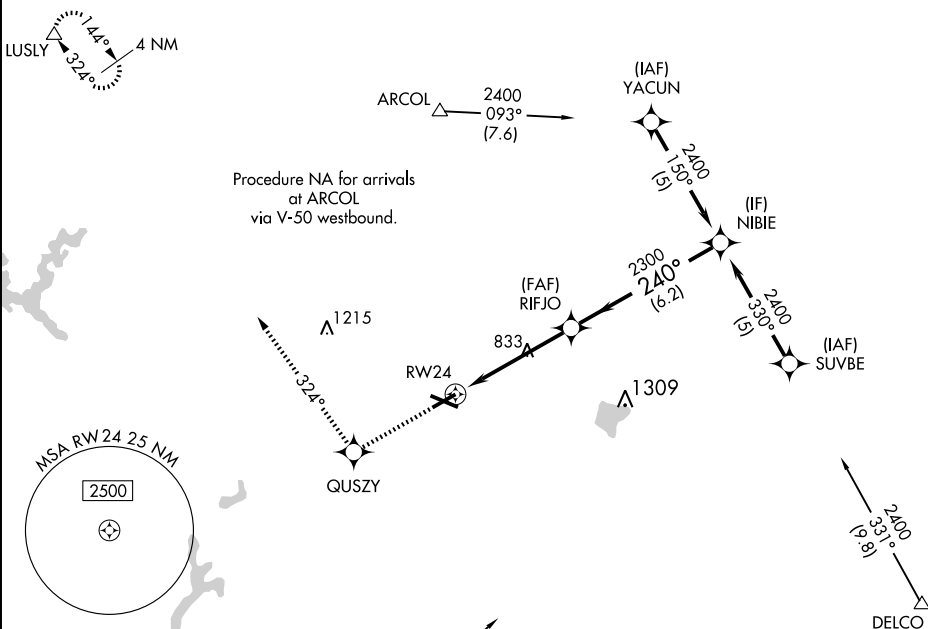
**109.4**

CHAMPAIGN APP CON ★

**132.85 291.0**

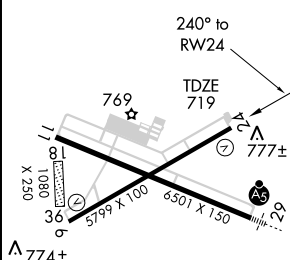
UNICOM

**122.7 (CTAF) 0**



ELEV **722**

**D**



	2500	QUSZY	324° track	LUSLY	
	↑	★	△		
	1.2 NM to RW24	RIFJO	240°	NIBIE	2400
	≤ 3.04° TCH 46				Procedure Turn NA
	1.2	3.6 NM	6.2 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1140-1	421 (500-1)	1140-1¼	421 (500-1¼)	
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)	

MIRL Rwy 6-24 0

HIRL Rwy 11-29 0

REIL Rws 6, 11, and 24 0

WAAS CH <b>93510</b> <b>W29A</b>	APP CRS <b>293°</b>	Rwy Idg TDZE <b>718</b> Apt Elev <b>722</b>	<b>6501</b> <b>718</b> <b>722</b>
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# RNAV (GPS) RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For inoperative MALSR, increase LNAV/VNAV, and LNAV visibility Cat. D ½ mile. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV, LNAV/VNAV, and LNAV visibility 1 mile. Inoperative table does not apply when using Champaign/Urbana altimeter setting.

MALSR



**MISSED APPROACH:**  
Climb to 2600 direct ZIMEN and via 021° track to ARCOL and hold.

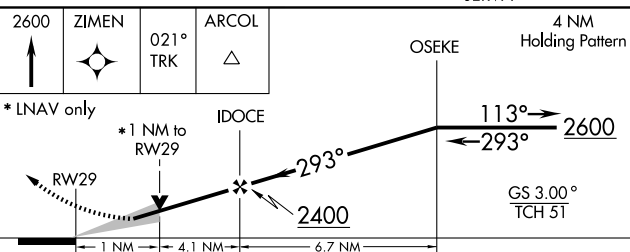
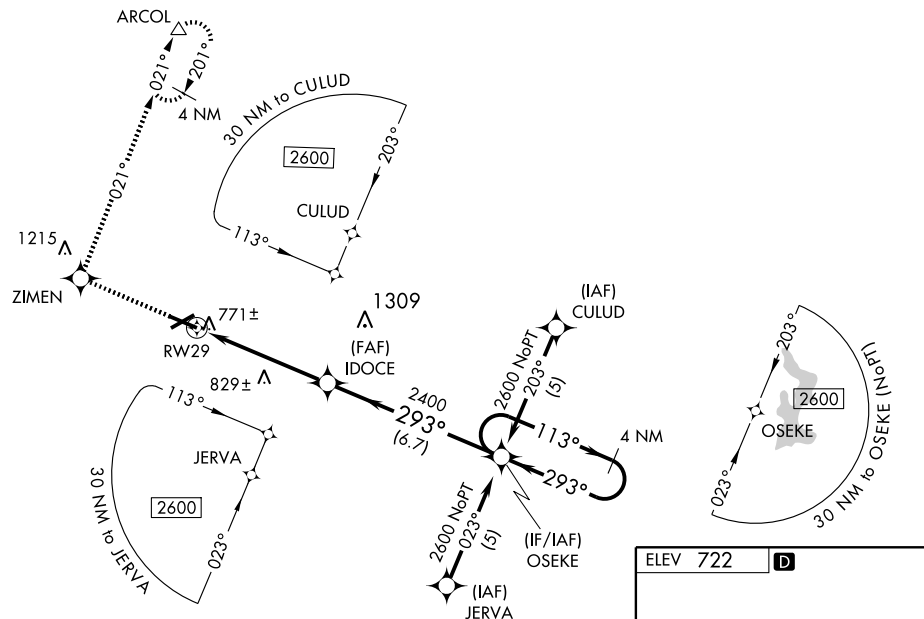
ASOS

**109.4**

CHAMPAIGN APP CON★

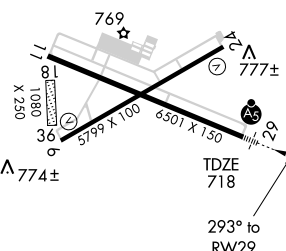
**132.85 291.0**

UNICOM

**122.7 (CTAF) 0**

CATEGORY	A	B	C	D
LPV DA	971-1/2	253 (300-1/2)		
LNAV/VNAV DA	1040-1/2	322 (400-1/2)	1040-3/4	322 (400-3/4)
LNAV MDA	1080-1/2	362 (400-1/2)	1080-1	362 (400-1)
CIRCLING	1160-1	1180-1	1180-1 1/2	1280-2
	438 (500-1)	458 (500-1)	458 (500-1 1/2)	558 (600-2)

ELEV 722

**D**

MIRL Rwy 6-24 0

HIRL Rwy 11-29 0

REIL Rwy 6, 11, and 24 0

VOR/DME MTO  
**109.4**  
 Chan **31**

APP CRS  
**045°**

Rwy Idg  
 TDZE  
 Apt Elev  
**722**  
**722**

# VOR RWY 6

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

▼ When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-6 Cats C and D visibility ¼ mile and BAYIZ FIX minimums S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 via MTO VOR/DME R-060 then climbing left turn to 2400 direct MTO VOR/DME and hold.

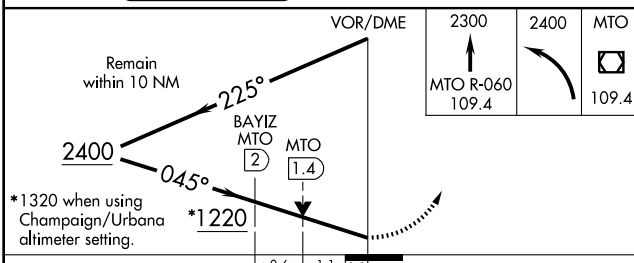
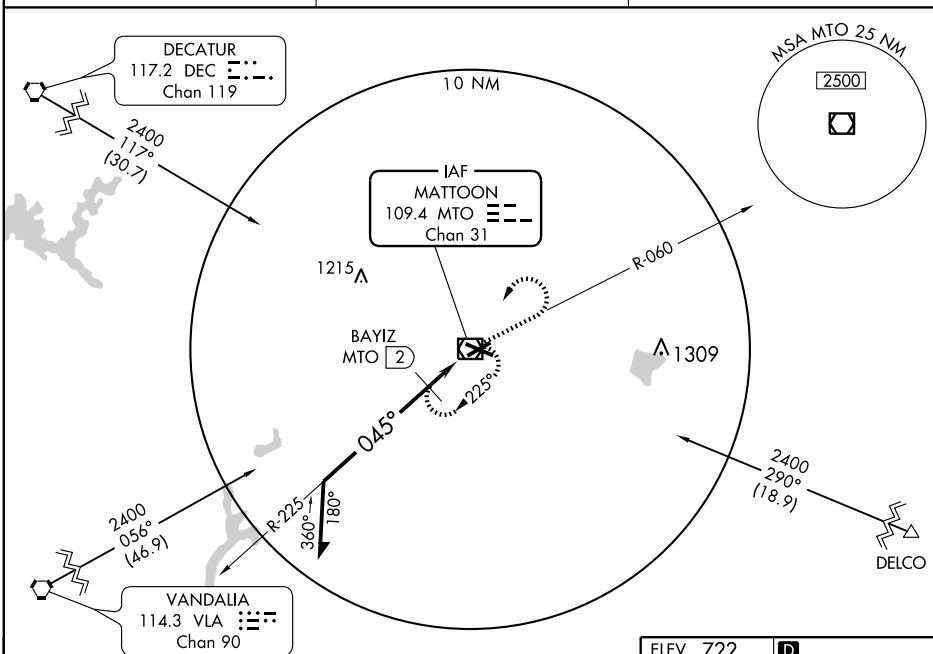
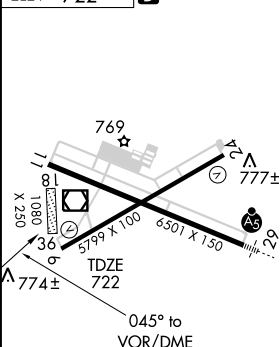
ASOS

**109.4**

CHAMPAIGN APP CON ★

**132.85 291.0**

UNICOM

**122.7 (CTAF) 0**ELEV 722 **D**

CATEGORY	A	B	C	D
S-6	1220-1	498 (500-1)	1220-1¼ 498 (500-1¼)	1220-1½ 498 (500-1½)
CIRCLING	1220-1	498 (500-1)	1220-1½ 498 (500-1½)	1280-2 558 (600-2)
BAYIZ FIX MINIMUMS				
S-6	1120-1	398 (400-1)	1120-1¼ 398 (400-1¼)	
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 **0**  
 HIRL Rwy 11-29 **0**  
 REIL Rwy 6, 11, and 24 **0**

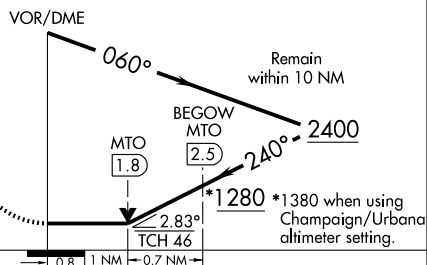
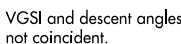
VOR RWY 24


**MISSED APPROACH:** Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

UNICOM  
122.7 (CTAF) **L**

EC-3. 26 AUG 2010 to 23 SEP 2010

**D**



 <p>A 774±</p> <p>MIRL Rwy 6-24 ①</p> <p>MIRL Rwy 11-29 ①</p> <p>REIL Rwys 6, 11, and 24 ①</p>	CATEGORY	A	B	C	D
	S-24	1280-1	561 (600-1)	1280-1½ 561 (600-1½)	1280-1¾ 561 (600-1¾)
	CIRCLING	1280-1	558 (600-1)	1280-1½ 558 (600-1½)	1280-2 558 (600-2)
	BEGOW FIX MINIMUMS				
	S-24	1080-1 361 (400-1)			1080-1¼ 361 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)	

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)  
39°29'N - 88°17'W

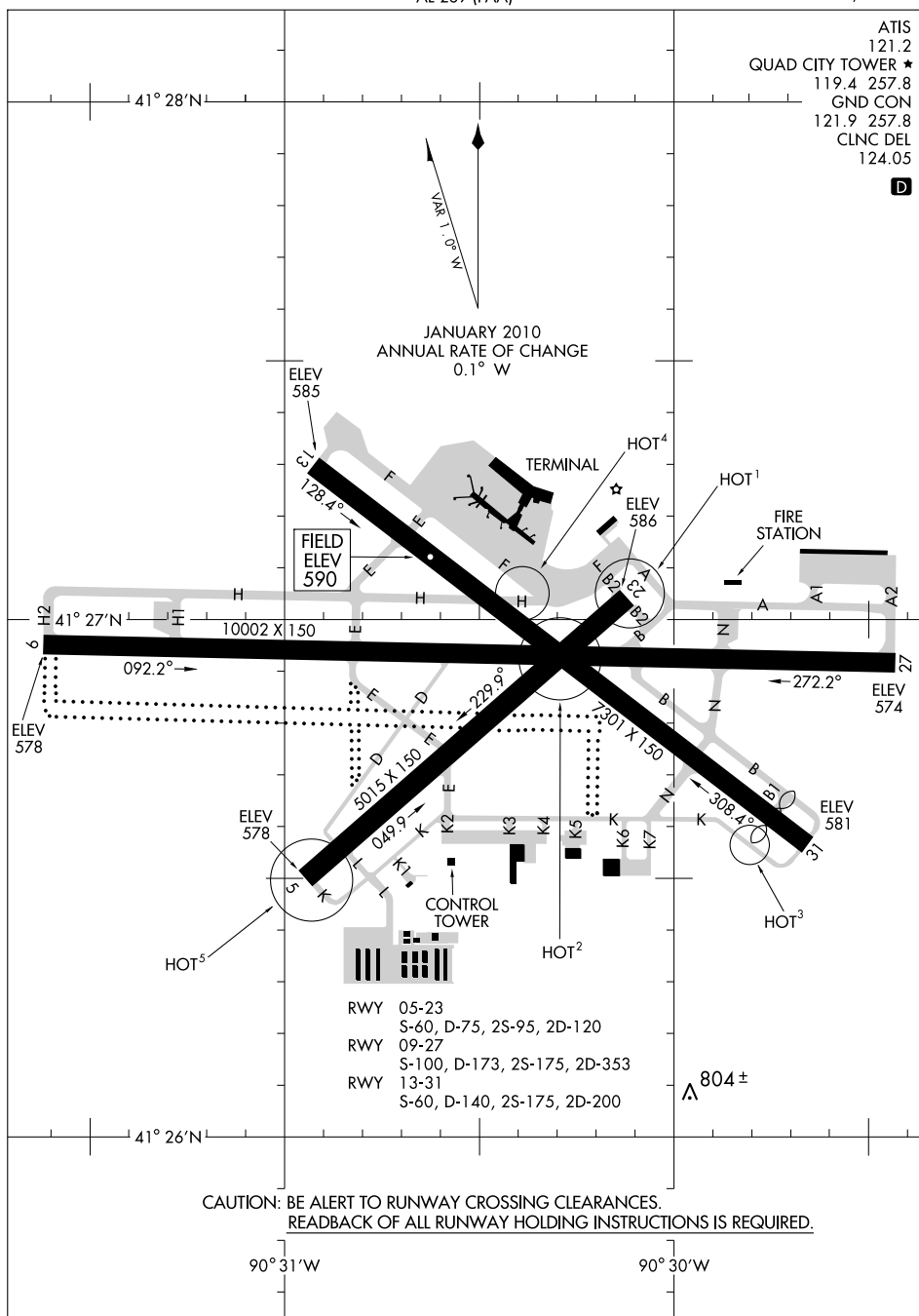
VOR RWY 24

## AIRPORT DIAGRAM

AL-269 (FAA)

MOLINE/QUAD CITY INTL (MLI)  
MOLINE, ILLINOIS

EC-3, 26 AUG 2010 to 23 SEP 2010



EC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

MOLINE, ILLINOIS  
MOLINE/QUAD CITY INTL (MLI)



## MOLINE

**QUAD CITY INTL** (MLI) 3 S UTC-6(-5DT) N41°26.90' W90°30.45'

CHICAGO

590 B S4 FUEL 100LL, JET A LRA ARFF Index—See Remarks NOTAM FILE MLI  
RWY 09-27: H10002X150 (ASPH-CONC-GRVD-PFC) S-100, D-173, 2S-175, 2D-353 HIRL

H-5D, L-28G

IAP, AD

RWY 09: MALSR. Tree.

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 13-31: H7301X150 (ASPH-CONC-GRVD-PFC) S-60, D-140,  
2S-175, 2D-200 HIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48'. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld dspcd 522'. Tree.

RWY 05-23: H5015X150 (CONC) S-60, D-75, 2S-95, 2D-120  
MIRL

RWY 05: PAPI(P4L)—GA 4.0° TCH 46'. Tree.

RWY 23: VASI(V4L)—GA 3.0° TCH 41'. Road.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09-27	2509
RWY 05	13-31	2509
RWY 09	05-23	5500
RWY 09	13-31	5500
RWY 13	05-23	3100
RWY 13	09-27	3100
RWY 27	05-23	3350
RWY 27	13-31	3350
RWY 31	05-23	2550
RWY 31	09-27	2550

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 13:	TORA-7301	TODA-7301	ASDA-7046	LDA-7046
RWY 27:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 31:	TORA-7301	TODA-7301	ASDA-7026	LDA-6504

**AIRPORT REMARKS:** Attended 1100-0400Z†. Birds and migratory fowl on and in/ovf arpt. Rwy 05-23 and Rwy 13-31 CLOSED 0430-1130Z†. Construction/earthwork AER 05. Snow removal ops in progress winter months, vehicle operators will monitor CTAF. Arpt CLOSED to air carrier acft with more than 30 passenger seats 0530-1230Z† except PPR of arpt manager. Class I, ARFF Index B avbl 1100-0600Z† or with PPR from arpt manager; ARFF index C available on request; 24 hr PPR call arpt manager 309-757-1739. Twy K restricted to acft 100,000 lbs gross weight or less. Rwy 09 touchdown and rollout rwy visual range avbl. Rwy 27 touchdown and rollout rwy visual range avbl. When twr clsd HIRL Rwy 09-27 preset on med ints. ACTIVATE MALSR Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (309) 799-7096. LLWAS.

COMMUNICATIONS: CTAF 119.4 ATIS 121.2 UNICOM 122.95

MOLINE RCO 122.6 (KANKAKEE RADIO)

Ⓡ APP/DEP CON 118.2 (S/SE of active rwy) 125.95 (N/NE of active rwy) (1130-0430Z†).

Ⓡ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z†)

TOWER 119.4 (1130-0430Z†) GND CON 121.9 CLNC DEL 124.05

AIRSPACE: CLASS C svc 1130-0430Z† etc APP CON other times CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE MLI.

MOLINE (L) VORTACW 114.4 MVZ Chan 91 N41°19.26' W90°38.29' 033° 9.7 NM to fld. 817/5E.

MOLLI NDB (LOM) 215 ML N41°26.94' W90°37.11' 089° 5 NM to fld. SHUTDOWN.

ILS/DME 110.5 I-MLI Chan 42 Rwy 09. Class IT. LOM MOLLI NDB. Unmonitored when twr clsd.  
LOM SHUTDOWN.

ILS/DME 110.5 I-GEQ Chan 42 Rwy 27. Class IB. Unmonitored when twr clsd.

ASR

**QUAD CITY SPB** (I04) 2 S UTC-6(-5DT) N41°27.60' W90°29.57'

CHICAGO

560 S2 FUEL 100LL TPA—960(400)

WATERWAY E-W: 10000X300 (WATER)

WATERWAY E: Rgt t/c.

**SEAPLANE REMARKS:** Unattended. Radio or phone approval req by Moline twr. Svc by prior agreement. Waterway E p-line crosses river 300' E of hanger and dock area; highway bridge 300' W of hangar and dock area.

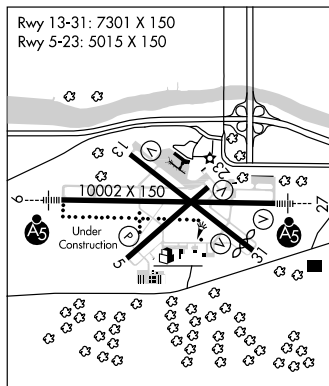
COMMUNICATIONS: CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** T/c information avbl from Quad City twr on 119.4. Individual ops must be approved by Quad City twr on 119.4 or by telephone.

**MOLLI** N41°26.94' W90°37.11' NOTAM FILE MLI.

CHICAGO

NDB (LOM) 215 ML 089° 5 NM to Quad City Intl. SHUTDOWN.



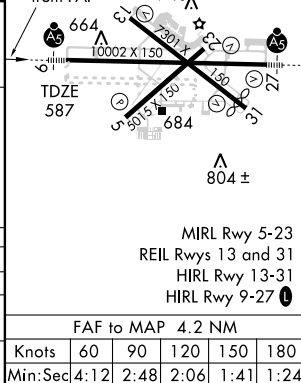
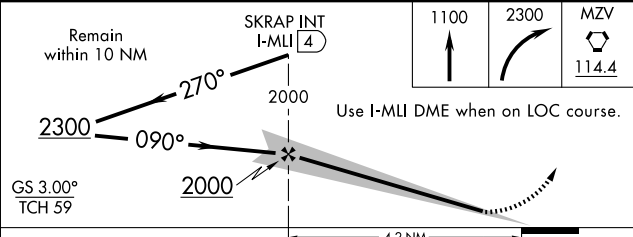
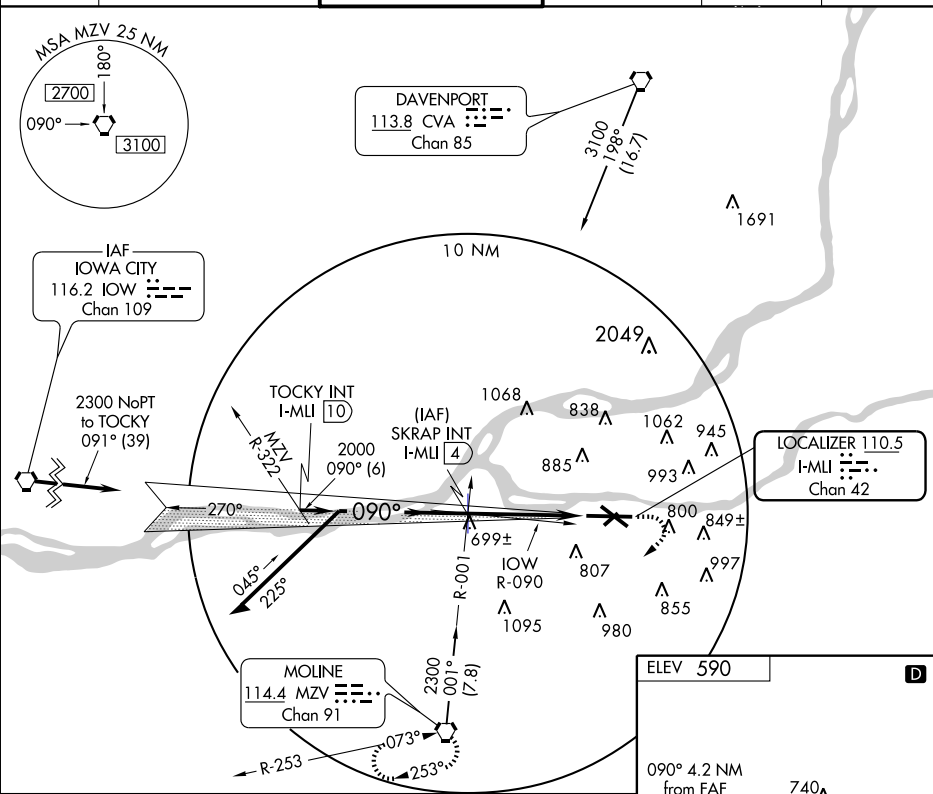
LOC/DME I-MLI <b>110.5</b> Chan <b>42</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>10002</b> <b>587</b> <b>590</b>
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# ILS or LOC RWY 9

MOLINE / QUAD CITY INTL (MLI)

<b>V</b> <b>A</b>	*RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR <b>A5</b>	MISSED APPROACH: Climb to 1100, then climbing right turn to 2300 direct MZV VORTAC and hold.
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ATIS <b>121.2</b>	QUAD CITY APP CON * <b>125.95 257.8</b>	QUAD CITY TOWER * <b>119.4 (CTAF) 0 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>124.05</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 9	*787/24 200 (200-½)			
S-LOC 9	940/24 353 (400-½)			940/40 353 (400-¾)
CIRCLING	1140-1 550 (600-1)	1140-1½ 550 (600-1½)	1260-2 570 (700-2)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LOC/DME I-GEQ <b>110.5</b> Chan <b>42</b>	APP CRS <b>270°</b>	Rwy Idg TDZE <b>581</b> Apt Elev <b>590</b>	<b>10002</b>
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# ILS or LOC RWY 27

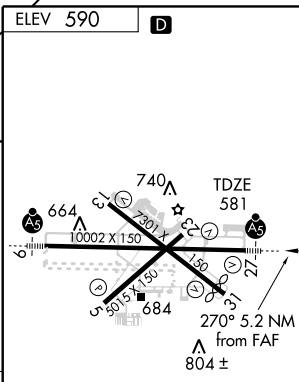
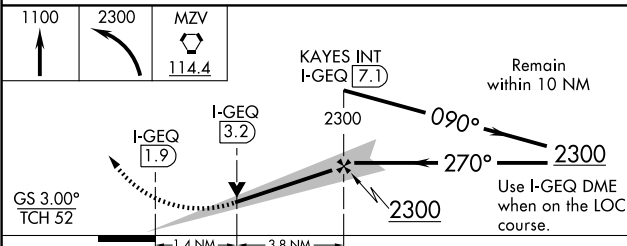
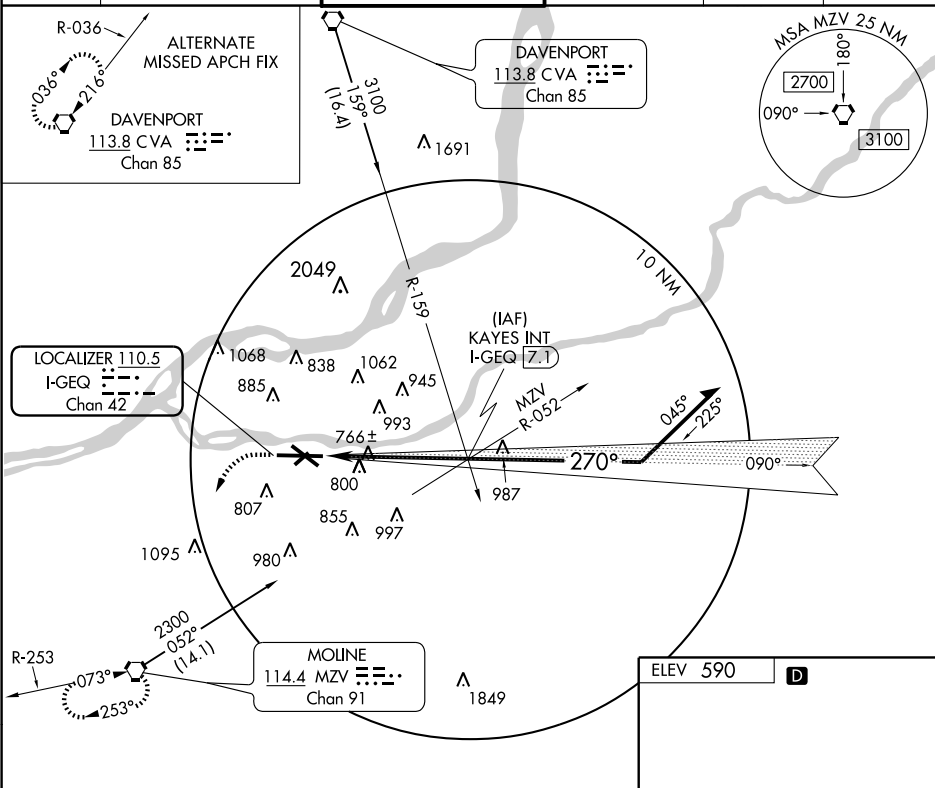
MOLINE / QUAD CITY INTL (MLI)

**V** \*1800 RVR authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LOC-27 and Circling Cat C/D visibility ½ mile.



**MISSED APPROACH:** Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS <b>121.2</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	QUAD CITY TOWER ★ <b>119.4 (CTAF) 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>124.05</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 27		*781/24	200 (200-½)	
S-LOC 27	1060/24	479 (500-½)	1060/40 479 (500-¾)	1060/50 479 (500-1)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23	
REIL Rwys 13 and 31	
HIRL Rwys 9-27 and 13-31	
FAF to MAP 5.2 NM	
Knots	60 90 120 150 180
Min:Sec	5:12 3:28 2:36 2:05 1:44

APP CRS	Rwy ldg	<b>10002</b>
<b>090°</b>	TDZE	<b>587</b>
	Apt Elev	<b>590</b>

**RNAV (GPS) RWY 9**

MOLINE / QUAD CITY INTL (MLI)



DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -16°C (4°F).

MALSR



MISSED APPROACH: Climb to 3000 direct OTTEN WP, and via 180° track to MOPTE WP and 270° track to MZV VORTAC and hold.

ATIS  
**121.2**

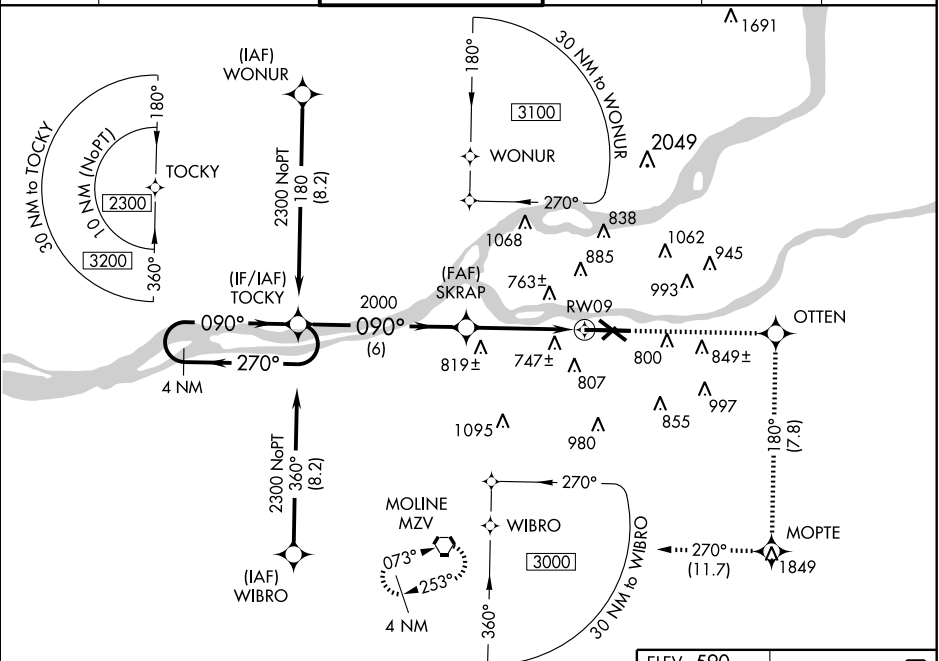
QUAD CITY APP CON ★  
**125.95 257.8**

QUAD CITY TOWER ★  
**119.4 (CTAF) 0 257.8**

GND CON  
**121.9 257.8**

CLNC DEL  
**124.05**

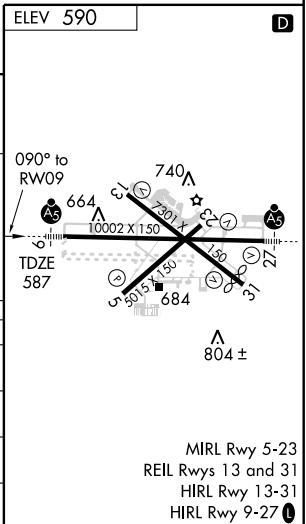
UNICOM  
**122.95**



EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

4 NM Holding Pattern				
2300 ← 270° 090° →				
GS 3.00° TCH 59				
2000 → 090°				
6 NM      2.9 NM      1.3				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1079/60 492 (500-1½)			
LNAV MDA	1060/24	473 (500-½)	1060/40 473 (500-¾)	1060/50 473 (500-1)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)



MOLINE, ILLINOIS  
Orig-A 11MAR10

41°27'N - 90°30'W

MOLINE / QUAD CITY INTL (MLI)

**RNAV (GPS) RWY 9**

MIRL Rwy 5-23  
REIL Rwys 13 and 31  
HIRL Rwy 13-31  
HIRL Rwy 9-27

WAAS CH <b>42515</b> <b>W13A</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>7046</b> <b>590</b> <b>590</b>
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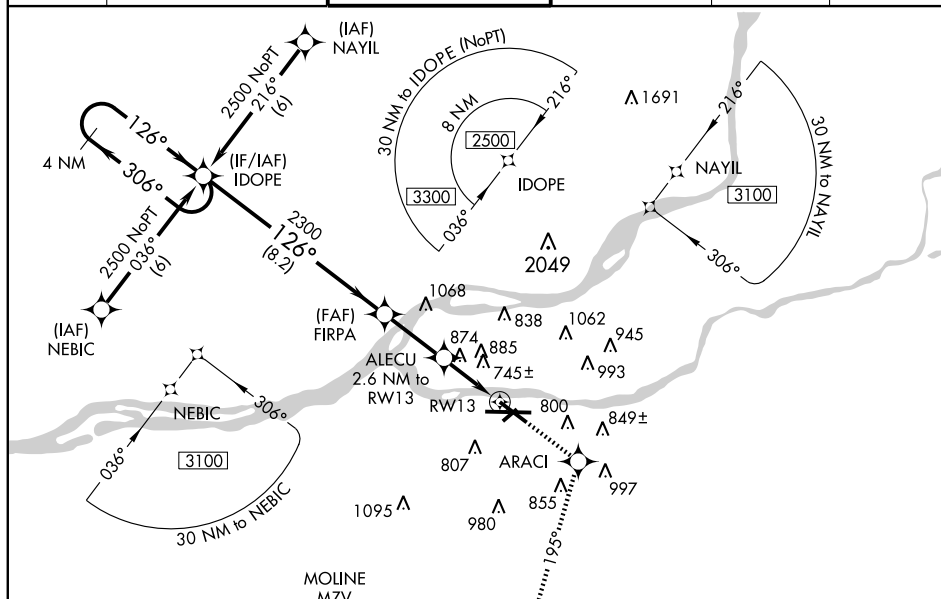
# RNAV (GPS) RWY 13

MOLINE / QUAD CITY INTL (MLI)

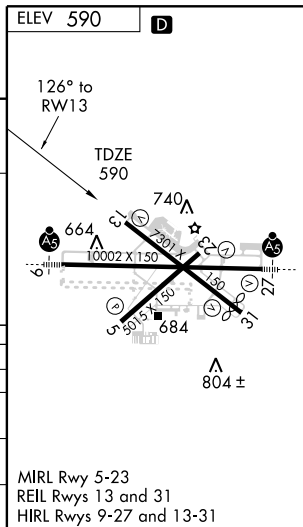
▼ Straight-in minimums NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARACI and via track 195° to MIGNE and via track 275° to MZV VORTAC and hold.

ATIS <b>121.2</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	QUAD CITY TOWER ★ <b>119.4 (CTAF) 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>124.05</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		IDOPE		3000		ARACI		TRK 195°		MIGNE		TRK 275°		MZV	
2500		← 306°		126° →		126°		ALECU 2.6 NM to RW13		*LNAV only					
GS 3.00° TCH 48				2300		*1460				RW13					
		8.2 NM		2.6 NM		2.6 NM									
CATEGORY		A		B		C		D							
LPV DA		908-1		318 (400-1)											
LNAV/ VNAV DA		1292-2½		702 (800-2½)											
LNAV MDA		1140-1 550 (600-1)				1140-1½ 550 (600-1½)		1140-1¾ 550 (600-1¾)							
CIRCLING		1140-1 550 (600-1)				1140-1½ 550 (600-1½)		1260-2 670 (700-2)							





APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

## RNAV (GPS) Y RWY 27

MOLINE / QUAD CITY INTL (MLI)



GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA



**MISSED APPROACH:** Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

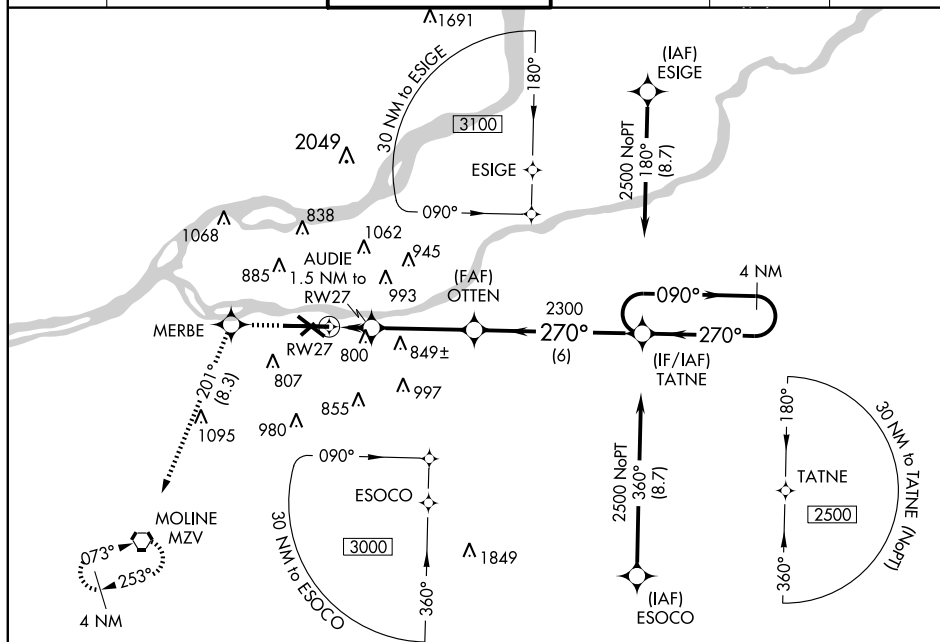
ATIS  
**121.2**

QUAD CITY APP CON ★  
125.95 257.8

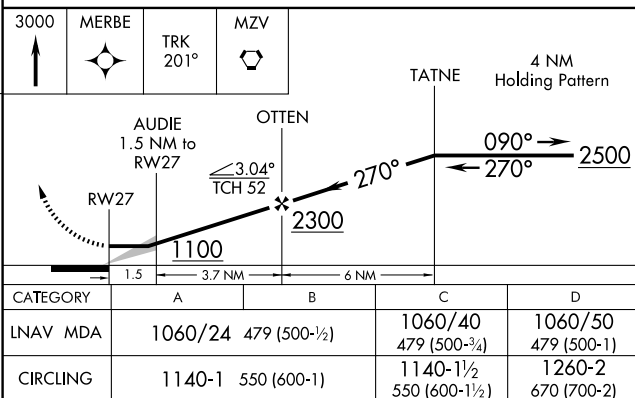
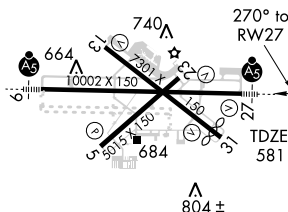
QUAD CITY TOWER ★  
119.4 (CTAF) **L** 257.8

GND CON  
121,9 257,8

CLNC DEL  
**124.05**

UNICOM  
122.95

ELEV 590



MIRL Rwy 5-23  
REIL Rwy 13 and 31  
HIRL Rwy 13-31  
HIRL Rwy 9-27 **L**

MOLINE, ILLINIOS

Orig 09239

MOLINE / QUAD CITY INTL (MLI)

41°27'N - 90°30'W

RNAV (GPS) Y RWY 27

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS **270°**  
Rwy Idg **10002**  
TDZE **581**  
Apt Elev **590**

# RNAV (GPS) Z RWY 27

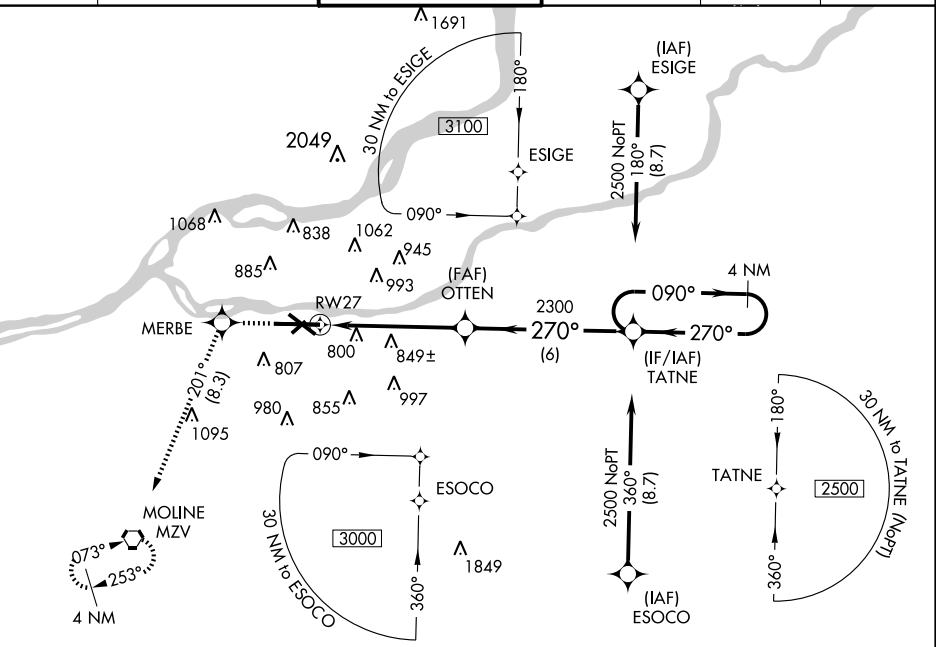
MOLINE / QUAD CITY INTL (MLI)

**▼** Baro-VNAV NA below -16°C (4°F)  
**▲ NA** GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

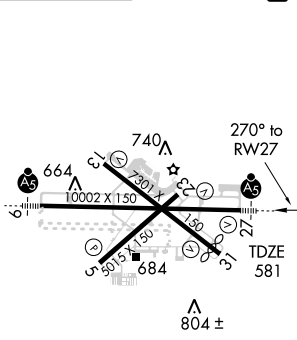
**MALSR**

**MISSED APPROACH:** Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

ATIS <b>121.2</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	QUAD CITY TOWER ★ <b>119.4 (CTAF) 0 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>124.05</b>	UNICOM <b>122.95</b>
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ELEV 590



MIRL Rwy 5-23  
REIL Rws 13 and 31  
HIRL Rwy 13-31  
HIRL Rwy 9-27

	3000	MERBE	TRK 201°	MZV	
	*LNAV only				
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1120-1½ 539 (600-1½)				
LNAV MDA	1100/24 519 (600-½)		1100/50 519 (600-1)	1100/60 519 (600-¼)	
CIRCLING	1140-2 550 (600-2)			1260-2 670 (700-2)	



## MONEE

**BULT FIELD** (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dspcd 151'.

**AIRPORT REMARKS:** Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

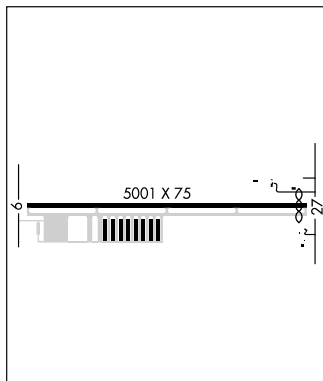
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

L-27B

IAP

**MONMOUTH MUNI** (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)—GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)—GA 3.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwy 02 and 20—CTAF. VASI Rwy 02 and 20 OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

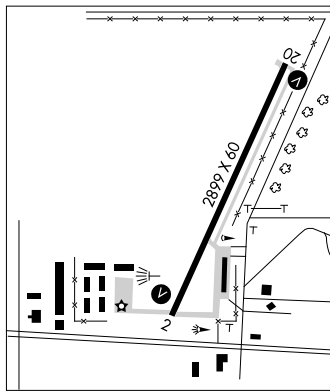
® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' 264° 9 NM to fld. 760/3E.



APP CRS	Rwy Idg	<b>5001</b>
<b>093°</b>	TDZE	<b>790</b>
	Apt Elev	<b>790</b>

# RNAV (GPS) RWY 9

MONEE/BULT FIELD (C56)

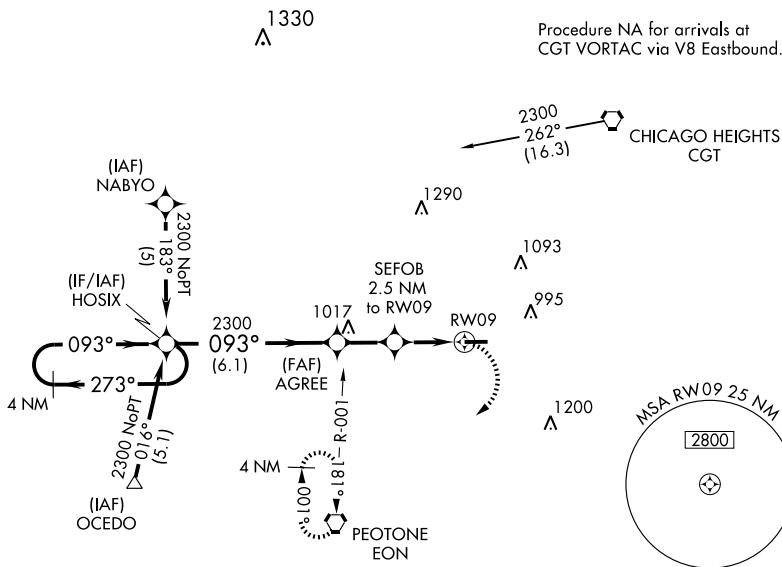
**NA** Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climbing right turn to 2600 direct EON VORTAC and hold.

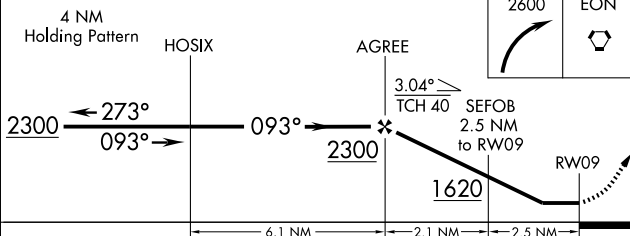
LANSING AWOS-3  
**119.275**

CHICAGO CENTER  
**132.5 258.1**

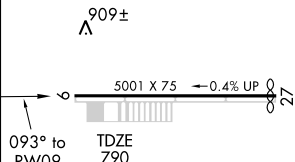
UNICOM  
**123.0** (CTAF)



ELEV 790



CATEGORY	A	B	C	D
RNAV MDA	1220-1	430 (500-1)	1220-1½ 430 (500-1½)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA



LIRL Rwy 9-27

APP CRS	Rwy Idg	<b>4850</b>
<b>273°</b>	TDZE	<b>778</b>
	Apt Elev	<b>790</b>

# RNAV (GPS) RWY 27

MONEE/ BULT FIELD (C56)

**V** Circling to Rwy 9 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

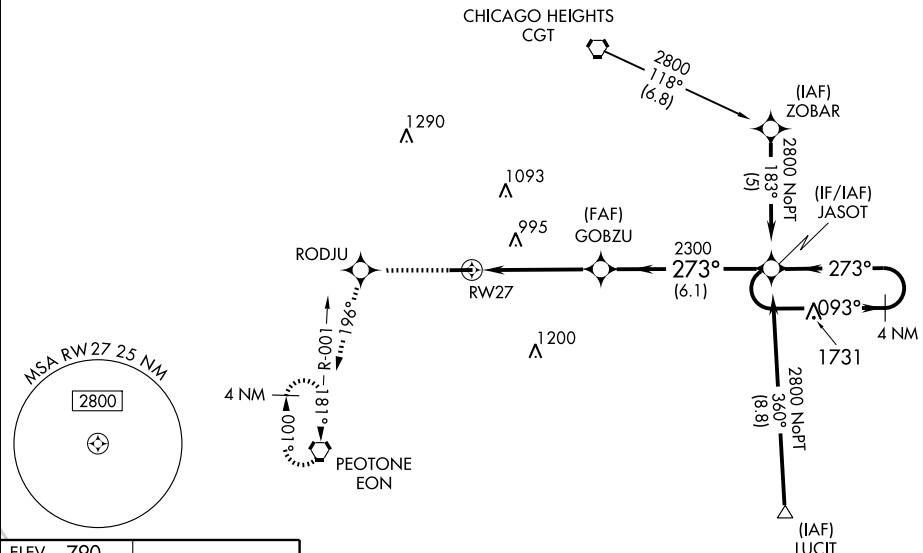
**MISSED APPROACH:** Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

LANSING AWOS-3  
**119.275**

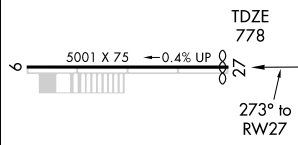
CHICAGO CENTER  
**132.5 258.1**

UNICOM  
**123.0** (CTAF)

Procedure NA for arrivals on CGT VORTAC airway radials 087 CW 115.



ELEV 790



LIRL Rwy 9-27

MONEE, ILLINOIS  
Orig 09071

41°23'N-87°41'W

# RNAV (GPS) RWY 27

## MONEE

**BULT FIELD** (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dspcd 151'.

**AIRPORT REMARKS:** Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

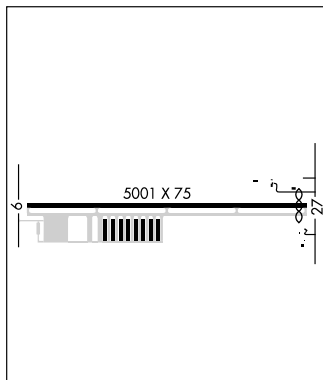
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

L-27B

IAP

**MONMOUTH MUNI** (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)—GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)—GA 3.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwy 02 and 20—CTAF. VASI Rwy 02 and 20 OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

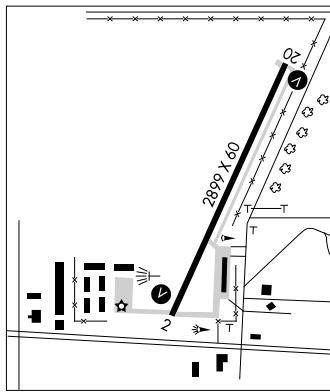
® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' 264° 9 NM to fld. 760/3E.



VOR/DME GBG <b>109.8</b> Chan <b>35</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>753</b>
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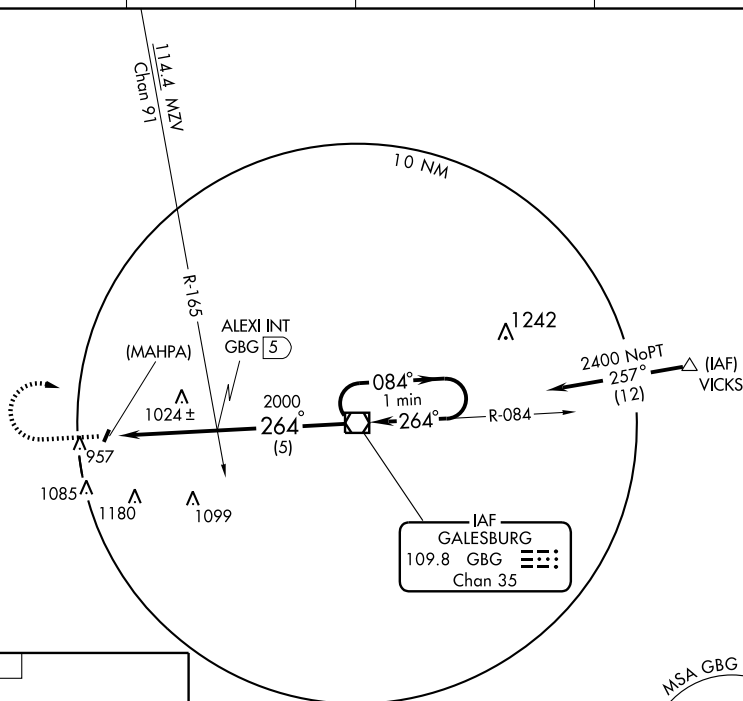
VOR or GPS-A  
MONMOUTH MUNI (C66)

**NA** Use Galesburg altimeter setting, if not received, use Moline altimeter setting and increase all MDA's 60 feet.

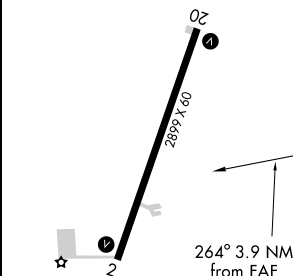
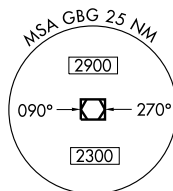
**MISSED APPROACH:** Climb to 2400 then right turn direct GBG VOR/DME and hold.

GALESBURG AWOS-3  
**109.8**



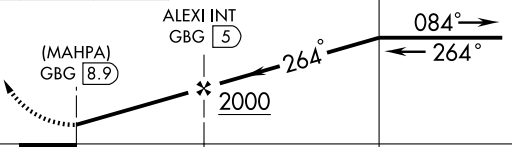
QUAD CITY APP CON ★  
118.2 257.8

CLNC DEL  
120.7UNICOM  
122.8(CTAF) L

ELEV 753

MIRL Rwy 2-20 **L**

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

2400 ↑		GBG  109.8	VOR/DME One Minute Holding Pattern	
				
CATEGORY	A	B	C	D
CIRCLING	1360-1	607 (700-1)	1360-1 607 (700-134)	NA

## MONTICELLO

PIATT CO (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'

740 B S4 FUEL 100LL, MOGAS TPA-1540(800) NOTAM FILE STL

RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N

RWY 18: Vent pipe.

RWY 36: Tree.

AIRPORT REMARKS: Attended Sat-Sun irregularly. For fuel call

217-762-9091/5586/7148. Extensive glider ops weekends.

Model acft opr 3.25 NM N-NE of arpt. No line of sight between  
rwy ends. Tkf to the S to avoid noise sensitive area N of arpt.ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL  
fixture spacing and lgt ints varies.

COMMUNICATIONS: CTAF 122.9

® CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z†)

® CHICAGO CENTER APP/DEP CON 125.05 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

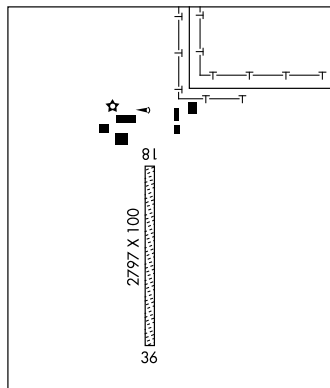
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP



MORRIS MUNI-JAMES R. WASHBURN FLD (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

CHICAGO

584 B S4 FUEL 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

H-5E, L-28H, A

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400-0200Z†. MIRL Rwy 18-36 preset on  
low ints; to increase ints and ACTIVATE REIL Rws 18 and  
36-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (815) 941-1815.

COMMUNICATIONS: CTAF/UNICOM 122.8

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

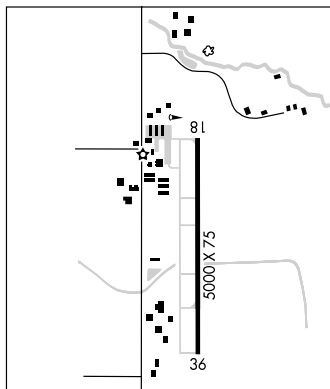
® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 210° 8.6 NM to fld. 592/2E.

IAP



VORTAC CMI <b>110.0</b> Chan <b>37</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>740</b>
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**VOR or GPS-A**  
MONTICELLO/ PIATT COUNTY (2K0)

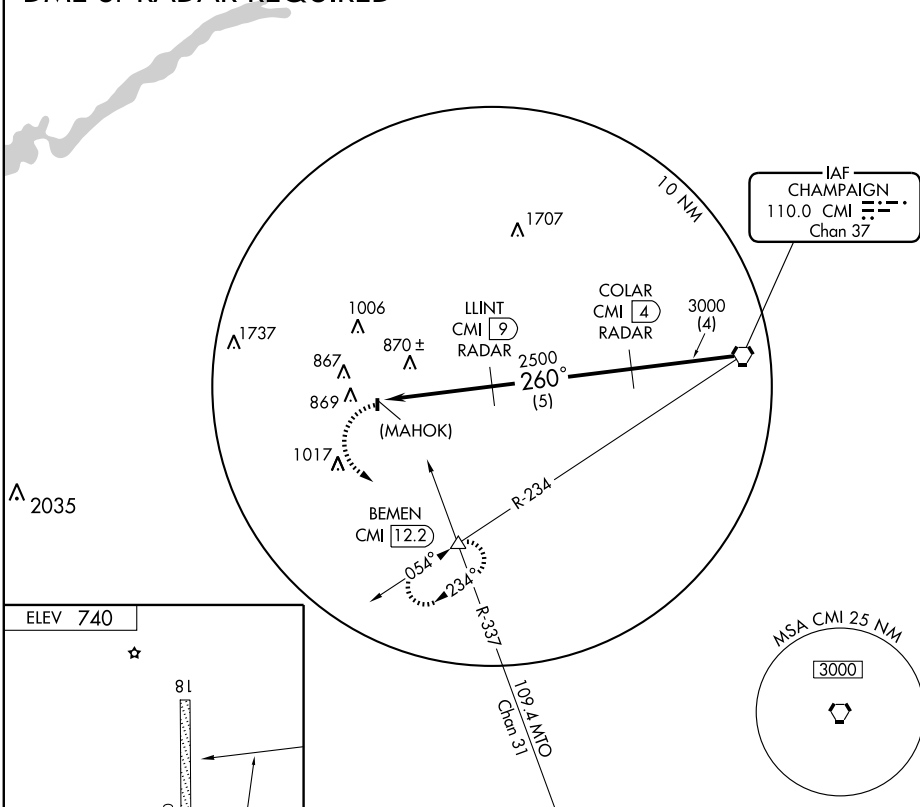
▲ NA Use Champaign altimeter setting, when not available, use Decatur altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN Int and hold.

CHAMPAIGN APP CON ★  
**132.85 291.0**

CTAF  
**122.9 0**

## DME or RADAR REQUIRED



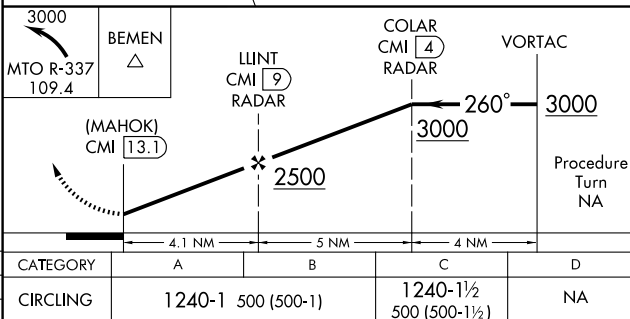
ELEV 740



81  
2797 X 100  
0.5% UP  
36

260° 4.1 NM  
from FAF

MIRL Rwy 18-36 0



**MONTICELLO****PIATT CO** (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'

740 B S4 FUEL 100LL, MOGAS TPA-1540(800) NOTAM FILE STL

RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N

RWY 18: Vent pipe.

RWY 36: Tree.

**AIRPORT REMARKS:** Attended Sat-Sun irregularly. For fuel call

217-762-9091/5586/7148. Extensive glider ops weekends.

Model acft opr 3.25 NM N-NE of arpt. No line of sight between  
rwy ends. Tkf to the S to avoid noise sensitive area N of arpt.ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL  
fixture spacing and lgt ints varies.**COMMUNICATIONS:** CTAF 122.9

® CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z‡)

® CHICAGO CENTER APP/DEP CON 125.05 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

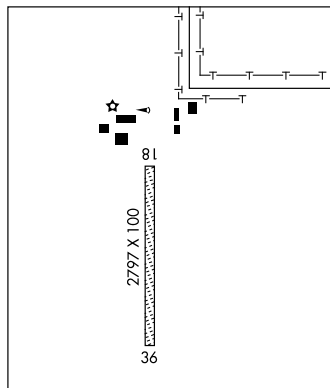
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP

**MORRIS MUNI-JAMES R. WASHBURN FLD** (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

CHICAGO

584 B S4 FUEL 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

H-5E, L-28H, A

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

**AIRPORT REMARKS:** Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on  
low ints; to increase ints and ACTIVATE REIL Rws 18 and  
36-CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (815) 941-1815.**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

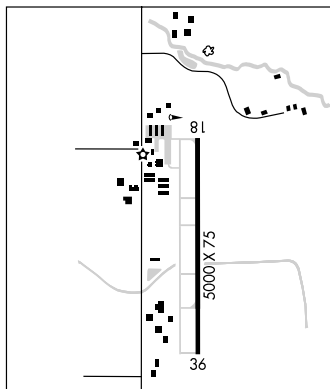
® CHICAGO APP/DEP CON 119.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 210° 8.6 NM to fld. 592/2E.

IAP

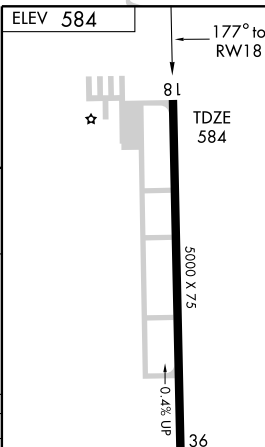
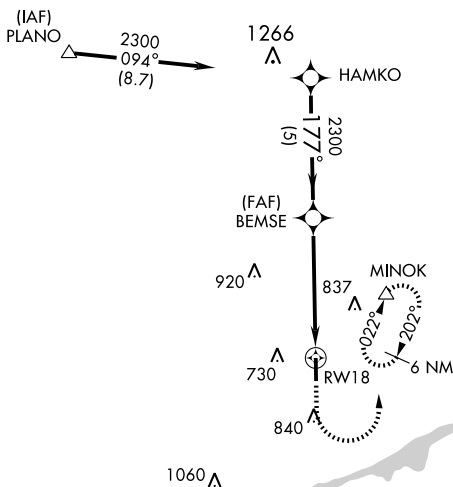




APP CRS	Rwy Idg	<b>5000</b>
<b>177°</b>	TDZE	<b>584</b>
	Apt Elev	<b>584</b>

**RNAV (GPS) RWY 18**

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

**NA**GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NAMISSED APPROACH: Climb to 1200 then climbing  
left turn to 2100 direct MINOK WP and hold.AWOS-3  
**118.175**CHICAGO APP CON  
**119.35 388.0**UNICOM  
**122.8 (CTAF)**Procedure  
Turn  
NA

HAMKO

BEMSE

1200

2100

MINOK

2300 — 177° — 2300

1.2 NM  
to RW183.15°  
TCH 45

5 NM

3.8 NM

1.2

CATEGORY	A	B	C	D
RNAV MDA	1020-1	436 (500-1)	1020-1¼ 436 (500-1¼)	NA
CIRCLING	1080-1	496 (500-1)	1200-1¾ 616 (700-1¾)	NA

MIRL Rwy 18-36  
REIL Rwy 18 and 36

APP CRS **357°**  
 Rwy Idg **5000**  
 TDZE **570**  
 Apt Elev **584**

# RNAV (GPS) RWY 36

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

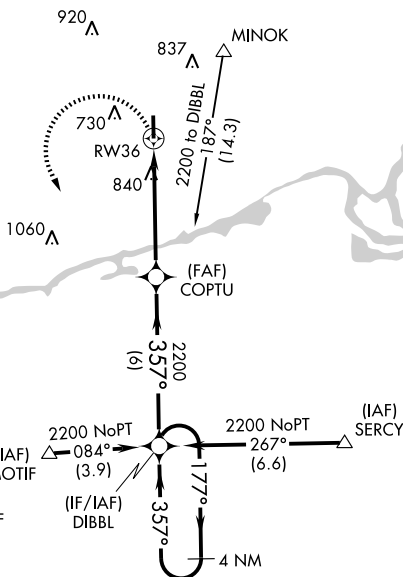
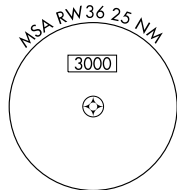
**▼** When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat. C visibility  $\frac{1}{4}$  mile.  
**▲** Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 2200 direct DIBBL and hold.

AWOS-3  
**118.175**

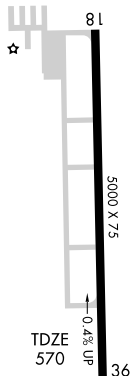
CHICAGO APP CON  
**119.35 388.0**

UNICOM  
**122.8 (CTAF) 0**

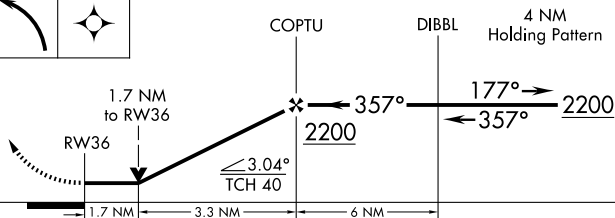
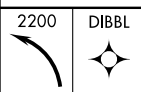


Procedure NA for arrivals at MOTIF via V156 Westbound.

ELEV **584**



MIRL Rwy 18-36  
 REIL Rwy 18 and 36



CATEGORY	A	B	C	D
LNAV MDA	1140-1	570 (600-1)	1140-1½ 570 (600-1½)	NA
CIRCLING	1140-1 556 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

VORTAC JOT <b>112.3</b> Chan <b>70</b>	APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>584</b>
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VOR-A

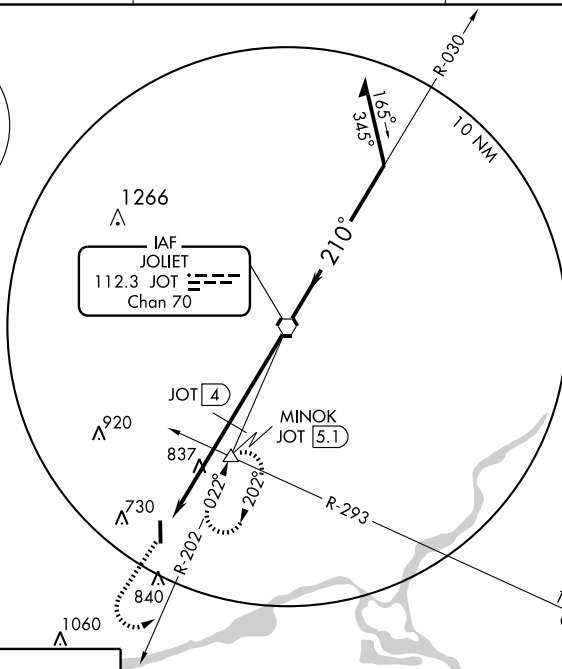
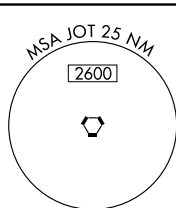
MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

**MISSED APPROACH:** Climb to 3000 then left turn via JOT R-202 to MINOK Int/JOT 5.1 DME and hold.

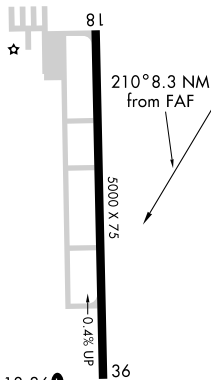
AWOS-3  
118.175

CHICAGO APP CON  
119.35 388.0

UNICOM  
122.8 (CTAF) **L**



ELEV 584

MIRL Rwy 18-36 **L**

REIL Rwy 18 and 36 L

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

3000 	 JOT R-202 112.3	MINOK  JOT <span style="border: 1px solid black; padding: 0 2px;">5.1</span>	VORTAC 030° <span style="margin-left: 20px;">Remain within 10 NM</span> 210° <span style="margin-left: 20px;">2400</span>	
CATEGORY	A	B	C	D
CIRCLING	1280-1	696 (700-1)	1280-2 696 (700-2)	NA
DME MINIMUMS				
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1 <sup>3</sup> / <sub>4</sub> 616 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

MORRIS, ILLINOIS

Orig-A 08325

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

41° 26'N-88° 25'W

VOR-A

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

**MOUNT CARMEL MUNI** (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS

429 B S2 FUEL 100LL NOTAM FILE AJG

L-27D

RWY 13-31: H4500X75 (ASPH) MIRL

IAP

RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.

RWY 04-22: H4000X100 (ASPH) S-11 MIRL

RWY 04: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Tree.

RWY 22: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Agriculture ops invof arpt.

Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.9 (618) 948-2184.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

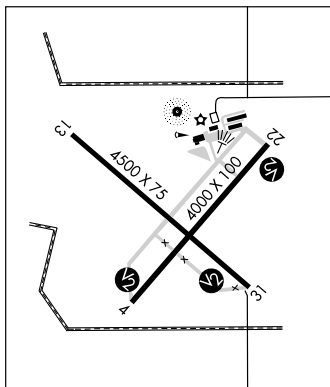
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.

LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'

W87°36.23' 212° 11.4 NM to fld. 430/1W.

NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM

FILE AJG.

**MOUNT HAWLEY AUXILIARY** (See PEORIA)**MOUNT MORRIS****OGLE CO** (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK

RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10' corn may be on rwy ends during growing season.

**COMMUNICATIONS:** CTAF 122.9**MOUNT STERLING MUNI** (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS

734 B FUEL 100LL, JET A NOTAM FILE STL

H-5D, L-27B

RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

IAP

RWY 18: PVASI (PSIL)—GA 3.0° TCH 25'. Pole.

RWY 36: PVASI (PSIL)—GA 3.0° TCH 27'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Fuel now avbl to public-self service. ACTIVATE MIRL Rwy 18-36—CTAF.

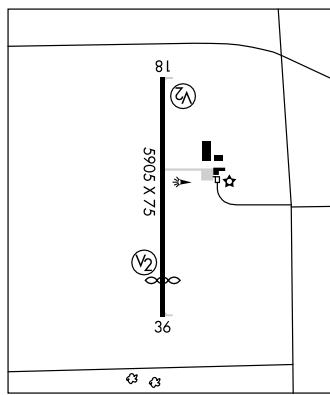
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'

W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



APP CRS <b>043°</b>	Rwy ldg <b>4000</b>
	TDZE <b>429</b>
	Apt Elev <b>429</b>

**RNAV (GPS) RWY 4**

MT. CARMEL MUNI (AJG)

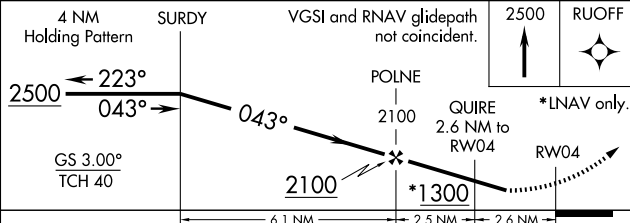
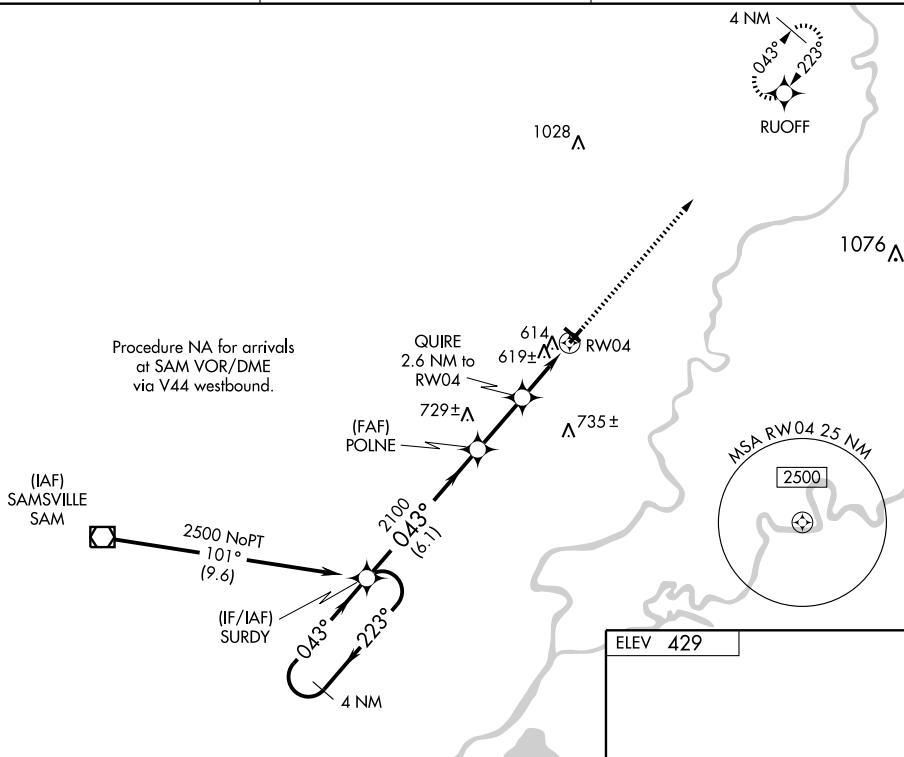
**▼** When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2500 direct  
RUOFF and hold.

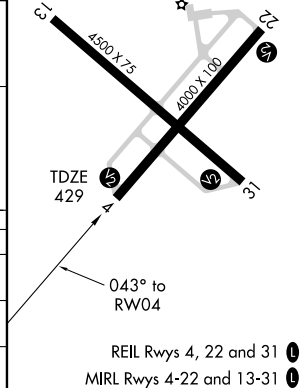
AWOS-3  
**134.9**

EVANSVILLE APP CON★  
**125.6 267.9**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV/DA	937-1¾ 508 (600-1¾)			NA
LNAV MDA	880-1	451 (500-1)	880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	NA



WAAS CH <b>53317</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg TDZE <b>4000</b> Apt Elev <b>429</b>
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**RNAV (GPS) RWY 22**

MT. CARMEL MUNI (AJJ)

**⚠** When VGSI inoperative, Straight-in/Circling Rwy 22 procedure NA at night. When VGSI inoperative, Circling Rwy 4 NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet.

**MISSED APPROACH:**  
Climb to 2500 direct  
SURDY and hold.

AWOS-3  
**134.9**

EVANSVILLE APP CON★  
**125.6 267.9**

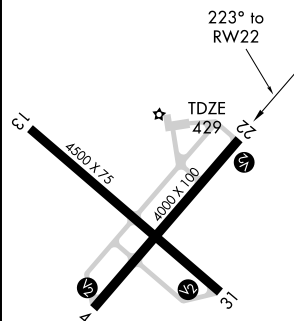
UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals  
at LISLE  
via V221 eastbound  
and V7 northbound.



MISSED APCH FIX



ELEV 429



REIL Rwy 4, 22 and 31 **0**  
MIRL Rwy 4-22 and 13-31 **0**

2500 ↑		SURDY 		VGSI and RNAV glidepath not coincident.		RUOFF		4 NM Holding Pattern	
*LNAV only.		ZALRA 2.6 NM to RW22		HEGSI 2100		223°		043° → 2500 ← 223°	
		*1300		2100		GS 3.00° TCH 40			
2.6 NM		2.5 NM		6.1 NM					
CATEGORY		A		B		C		D	
LPV DA		679-1 250 (300-1)						NA	
LNAV/VNAV DA		888-1¾ 459 (500-1¾)						NA	
LNAV MDA		860-1		431 (500-1)		860-1¼ 431 (500-1¼)		NA	
CIRCLING		980-1		551 (600-1)		980-1½ 551 (600-1½)		NA	

APP CRS <b>313°</b>	Rwy ldg <b>4500</b>
	TDZE <b>429</b>
	Apt Elev <b>429</b>

**RNAV (GPS) RWY 31**

MT. CARMEL MUNI (AJG)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.

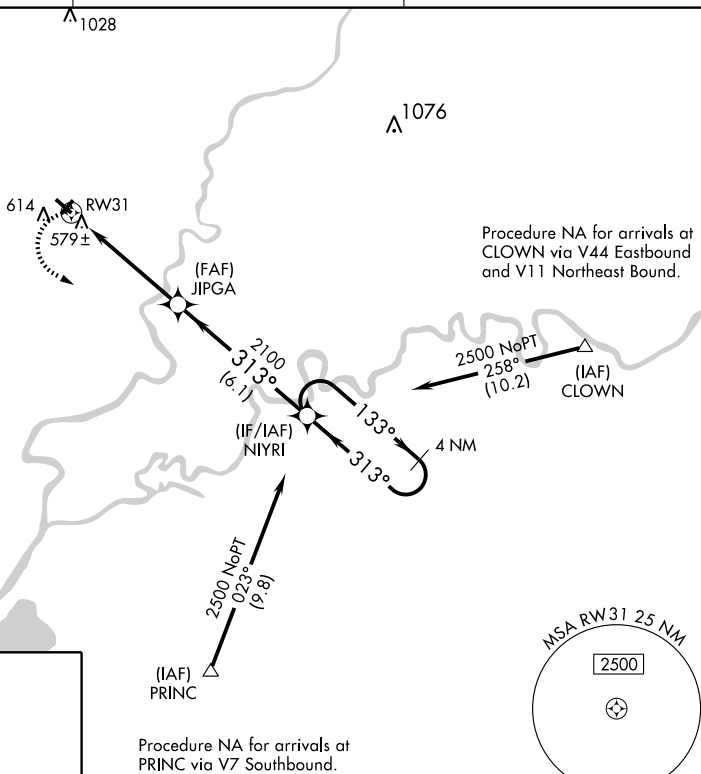
**△** NA

**MISSED APPROACH:** Climbing left to turn 2500 direct NIYRI and hold.

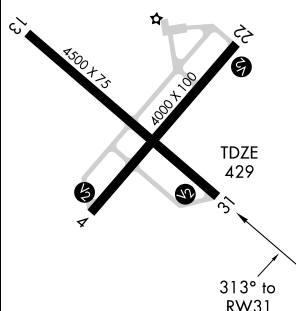
AWOS-3  
**134.9**

EVANSVILLE APP CON★  
**125.6 267.9**

UNICOM  
**122.7 (CTAF)**



ELEV 429

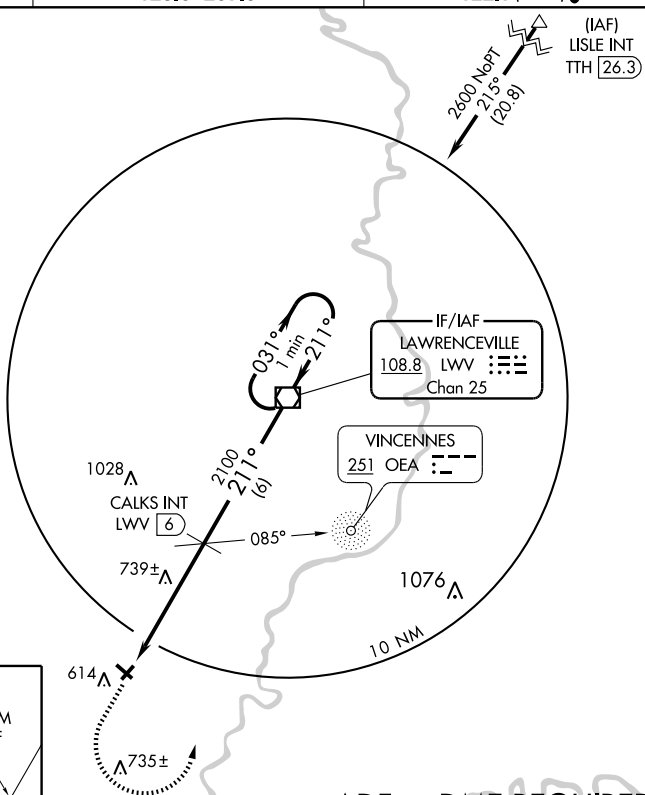
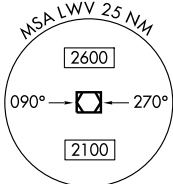


REIL Rws 4, 22 and 31 **①**  
MIRL Rws 4-22 and 13-31 **①**

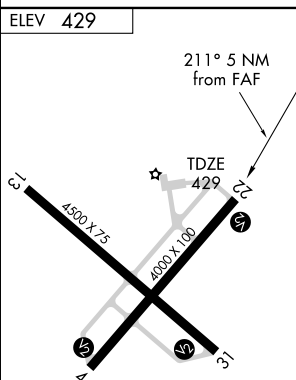
	2500		NIYRI		4 NM Holding Pattern	
	RW31		JIPGA		NIYRI	
	3.04° TCH 45		2100		133° → 2500	
	5 NM		6.1 NM		← 313°	
					VGSI and descent angles not coincident.	
CATEGORY	A		B		C	
LNAV MDA	840-1 411 (500-1)		840-1½ 411 (500-1½)			
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)		980-2 551 (600-2)	

VOR RWY 22  
MT. CARMEL MUNI (AJG)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 direct LWV VOR/DME and hold.

UNICOM  
122.7 (CTAF) **L**

## ADF or DME REQUIRED



REIL Rwys 4, 22 and 31 **L**  
MIRL Rwys 4-22 and 13-31 **L**

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1500 ↑ 2600 ↘ LWV

VGSI and descent angles not coincident. VOR/DME One Minute Holding Pattern

CALKS INT LWV (6)

211° 031° → 2600 ← 211°

2100

3.00° TCH 40

5 NM 6 NM

CATEGORY	A	B	C	D
S-22	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA



**MOUNT CARMEL MUNI** (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS

429 B S2 FUEL 100LL NOTAM FILE AJG

L-27D

RWY 13-31: H4500X75 (ASPH) MIRL

IAP

RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.

RWY 04-22: H4000X100 (ASPH) S-11 MIRL

RWY 04: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Tree.

RWY 22: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Agriculture ops invof arpt.

Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.9 (618) 948-2184.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

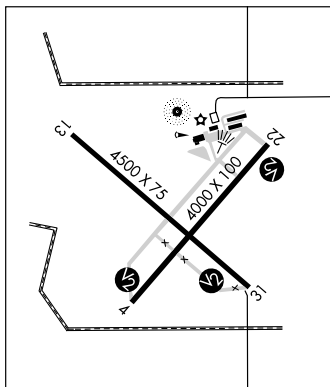
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.

LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'

W87°36.23' 212° 11.4 NM to fld. 430/1W.

NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM

FILE AJG.

**MOUNT HAWLEY AUXILIARY** (See PEORIA)**MOUNT MORRIS****OGLE CO** (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK

RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10' corn may be on rwy ends during growing season.

**COMMUNICATIONS:** CTAF 122.9**MOUNT STERLING MUNI** (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS

734 B FUEL 100LL, JET A NOTAM FILE STL

H-5D, L-27B

RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

IAP

RWY 18: PVASI (PSIL)—GA 3.0° TCH 25'. Pole.

RWY 36: PVASI (PSIL)—GA 3.0° TCH 27'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Fuel now avbl to public-self service. ACTIVATE MIRL Rwy 18-36—CTAF.

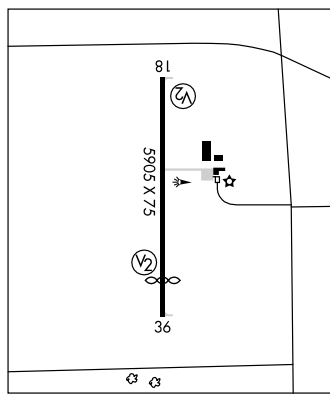
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'

W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



WAAS CH <b>45912</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>734</b> Apt Elev <b>734</b>	<b>5905</b> <b>734</b>
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**RNAV (GPS) RWY 18**

MOUNT STERLING MUNI (I63)

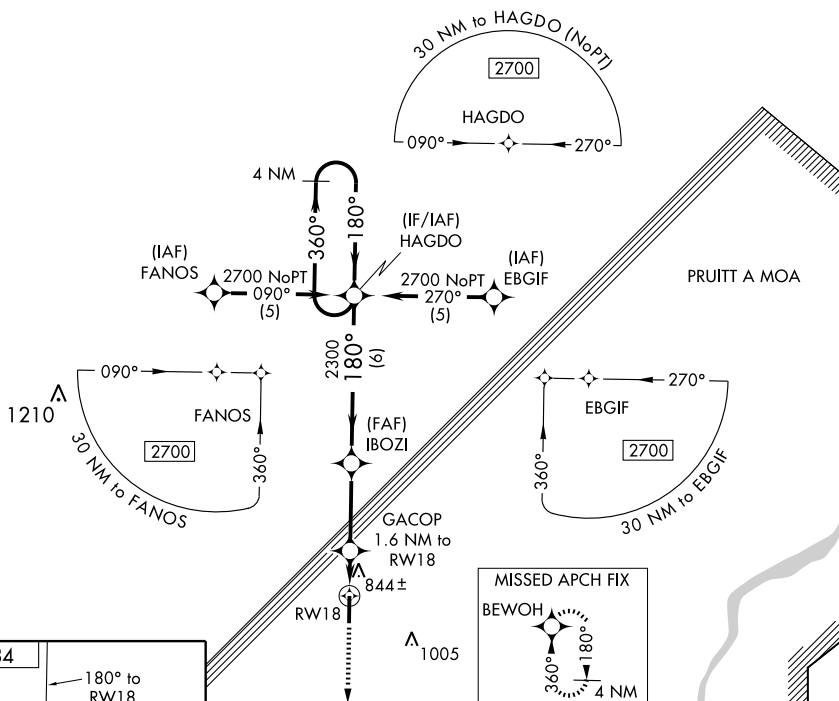
**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲ NA** Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2700 direct BEWOH and hold.

QUINCY ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**



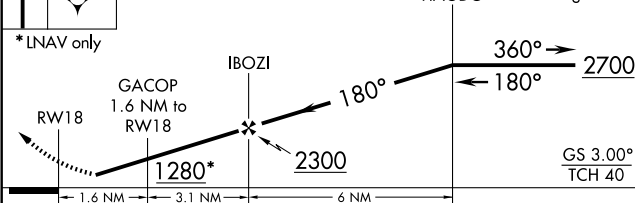
ELEV 734

180° to RW18

TDZE 81  
7345905 X 75  
0.3% UP  
36

2700 BEWOH VGSI and RNAV glidepath not coincident.

\*LNAV only



CATEGORY	A	B	C	D
LPV DA	1066-1¼ 332 (400-1¼)			
LNAV/VNAV DA	1191-1¼ 457 (500-1¼)			
LNAV MDA	1160-1 426 (500-1)	1160-1¼ 426 (500-1¼)		
CIRCLING	1200-1 466 (500-1)	1200-1½ 466 (500-1½)	1300-2 566 (600-2)	

MIRL Rwy 18-36 0

MOUNT STERLING, ILLINOIS

Orig 09183

39°59'N-90°48'W

MOUNT STERLING MUNI (I63)

**RNAV (GPS) RWY 18**

WAAS CH <b>97712</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE <b>725</b> Apt Elev <b>734</b>	<b>5905</b> <b>725</b> <b>734</b>
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# RNAV (GPS) RWY 36

MOUNT STERLING MUNI (I63)

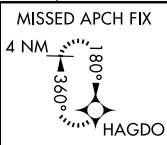
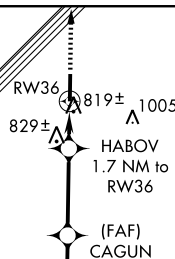
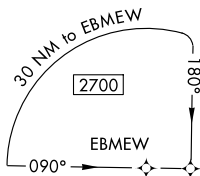
**V** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**Δ** NA Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

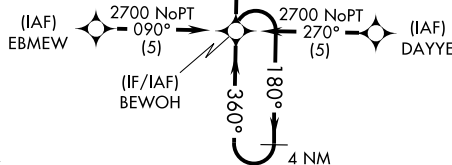
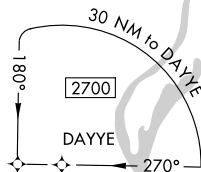
QUINCY ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**

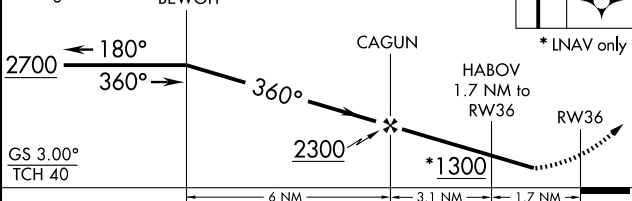


PRUITT A MOA



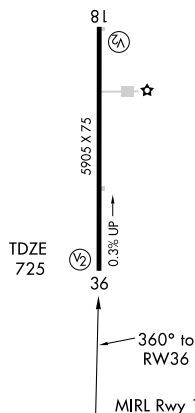
1181 Δ

4 NM Holding Pattern BEWOH VGSi and RNAV glidepath not coincident. 2700 HAGDO



CATEGORY	A	B	C	D
LPV DA	1074-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1136-1½ 411 (500-1½)			
LNAV MDA	1140-1	415 (500-1)	1140-1¼	415 (500-1¼)
CIRCLING	1200-1	466 (500-1)	1200-1½	1300-2
			466 (500-1½)	566 (600-2)

ELEV 734



VORTAC UIN	APP CRS	Rwy Idg	N/A
<b>113.6</b>	<b>064°</b>	TDZE	N/A
Chan <b>83</b>		Apt Elev	<b>734</b>

# VOR/DME-A

MOUNT STERLING MUNI (I63)

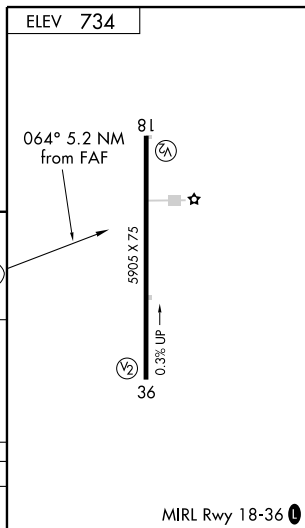
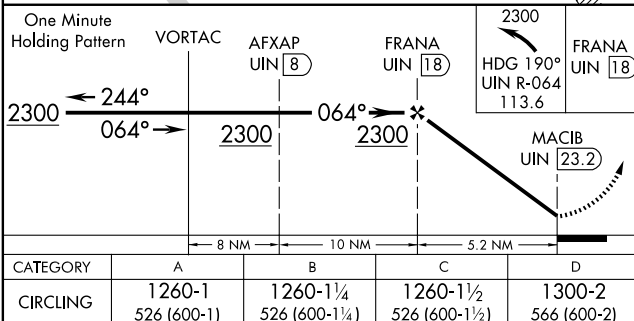
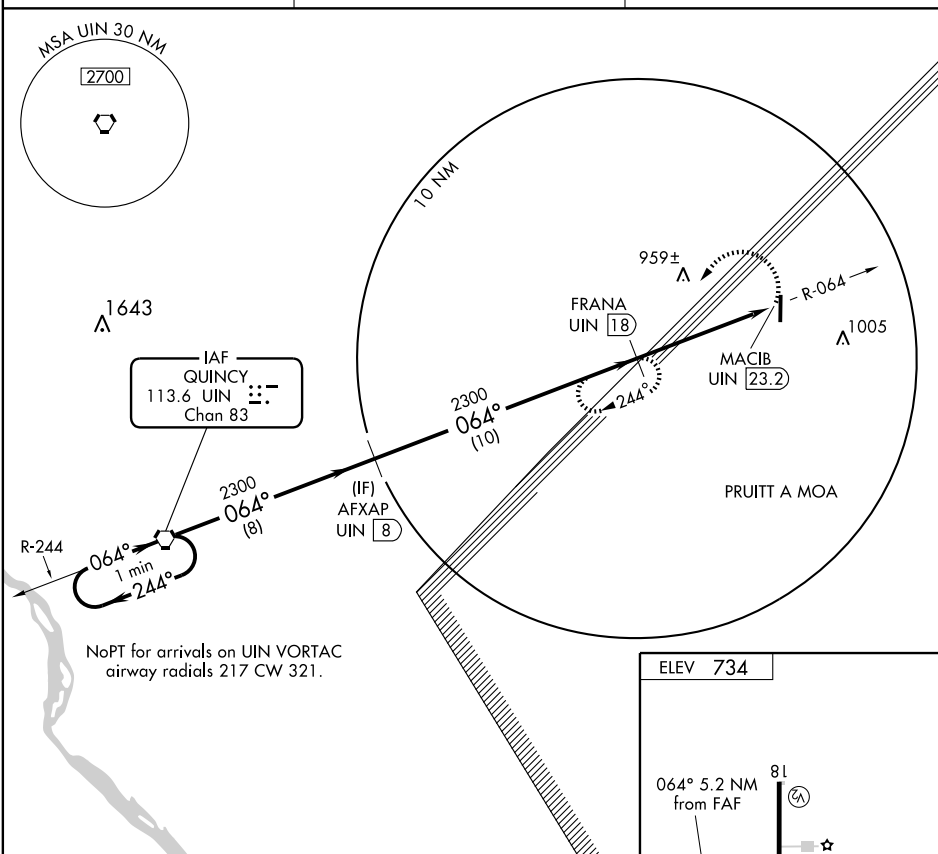
**NA** Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

**MISSED APPROACH:** Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

QUINCY ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**



**MOUNT VERNON** (MVN) 3 E UTC-6(-5DT) N38°19.40' W88°51.51'

ST LOUIS

480 B S4 FUEL 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE MVN

H-5E, L-27C

RWY 05-23: H6496X150 (ASPH-GRVD) S-50, D-90, 2S-95, 2D-110 HIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 32.2'. Thld dspcd 774'. Railroad.

RWY 23: MALSR. Trees.

RWY 15-33: H3146X100 (ASPH-PFC) S-12 MIRL 0.7% up NW

RWY 15: Tree. RWY 33: Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6496 TODA-6496 ASDA-6496 LDA-5722

RWY 23: TORA-5572 TODA-5572 ASDA-5572 LDA-5572

**AIRPORT REMARKS:** Attended 1230-0200Z. For svcs after hrs call 618-315-5462. Migratory waterfowl and deer on and invof arpt. Rwy 15-33 not avbl for air carrier ops with more than 30 passenger seats. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call 618-242-7016. SW General Aviation apron clsd except by PPR from arpt manager ctc 618-242-7016. Rwy 05 also 18' railroad 238' from rwy end 498' right of centerline 2:1 slope. Heliport for private use by Air-Evac Lifteam only. ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 05-23; MALSR Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 113.8 VNN (618) 242-7933**COMMUNICATIONS:** CTAF/UNICOM 123.0

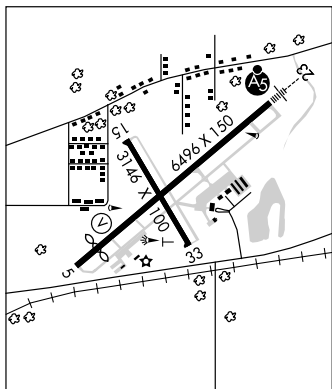
RCO 122.05R 113.8T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MVN.

(L) VOR/DME 113.8 VNN Chan 85 N38°21.72' W88°48.44' 224° 3.3 NM to fld. 558/2E. AWOS-3.

ILS 111.7 I-MVN Rwy 23. Class IE.

**NEWARK****CUSHING FLD LTD** (ØC8) 2 SW UTC-6(-5DT) N41°31.17' W88°36.34'

CHICAGO

640 FUEL MOGAS TPA-1440(800) NOTAM FILE IKK

RWY 18-36: 2831X180 (TURF) LIRL (NSTD)

RWY 18: Thld dspcd 380'. P-line. RWY 36: Thld dspcd 250'. Fence.

**AIRPORT REMARKS:** Attended irregularly. Ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 18-36—CTAF. Rwy 18-36 NSTD LIRL lghts ints varies; non FAA approved L-800 series. Rwy 18 P-line marked with orange balls. Rwy 18-36 dspcd thlds marked with orange and white painted wood with one red lgt adjacent to each marker.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**NORTHBROOK** N42°13.29' W87°57.11' NOTAM FILE IKK.

CHICAGO

(H) VOR/DME 113.0 OBK Chan 77 163° 6.8 NM to Chicago Executive. 758/2W.

COPTER

DME unusable 215°-330° byd 35 NM blo 3000'.

H-5E, L-28H, A

**OGLE CO** (See MOUNT MORRIS)

LOC I-MVN <b>111.7</b>	APP CRS <b>231°</b>	Rwy Ldg TDZE Apt Elev	<b>6496</b> <b>471</b> <b>480</b>
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# ILS RWY 23

MOUNT VERNON (MVN)

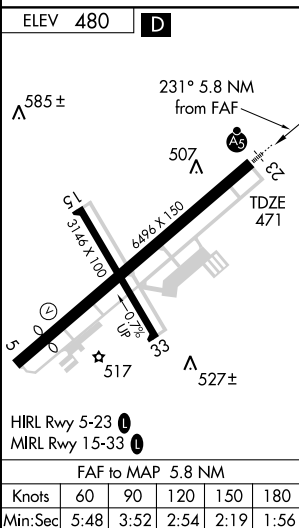
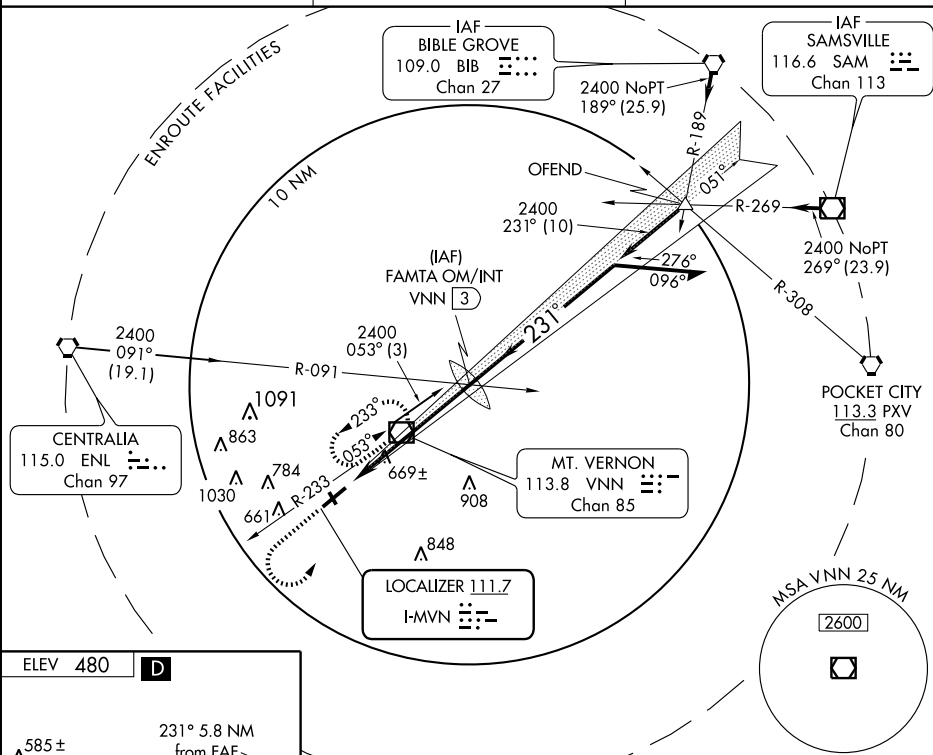





MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

AWOS-3  
**113.8**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.0 (CTAF)**



2400 ↑		VNN 113.8 		FAMTA INT/OM VNN 3		Remain within 10 NM	
							
VNN 2.8		2382		051°		2400	
231°		2400		GS 3.00°		TCH 52	
5.8 NM							
CATEGORY	A		B		C		D
S-ILS 23	671-1/2 200 (200-1/2)						
S-LOC 23	920-1/2 449 (500-1/2)				920-3/4 449 (500-3/4)		920-1 449 (500-1)
CIRCLING	980-1 500 (500-1)				1000-1 1/2 520 (600-1 1/2)		1140-2 660 (700-2)

MOUNT VERNON, ILLINOIS

Amdt 11 08325

38°19'N-88°52'W

MOUNT VERNON (MVN)

ILS RWY 23

WAAS CH <b>48910</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE <b>470</b> Apt Elev <b>480</b>	<b>5722</b>
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# RNAV (GPS) RWY 5

## MOUNT VERNON (MVN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Centralia altimeter setting.

**MISSED APPROACH:**  
Climb to 2400 direct  
OFEND and hold.

AWOS-3  
**113.8**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at  
CRATS via V429 Northeast bound.



Procedure NA for arrivals at  
AYAZE via V67 Northbound.

(IAF)  
AYAZE

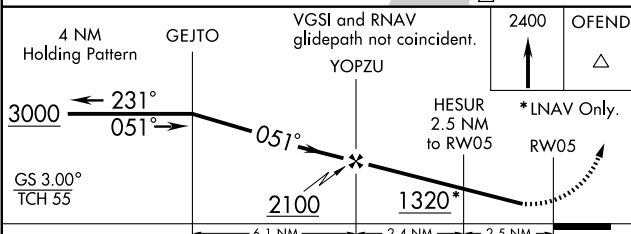
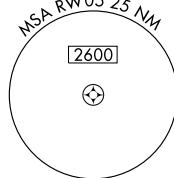
(IF/IAF)  
GEJTO

2100  
051°  
(6.1)

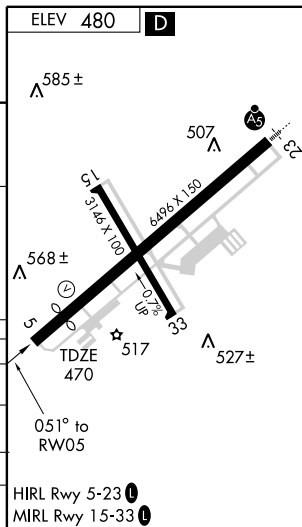
051°  
231°

Procedure NA for arrivals at  
EWING via V29 Southbound.

(IAF)  
EWING



CATEGORY	A	B	C	D
LPV DA	802-1¼	332 (400-1¼)		
LNAV/VNAV DA	838-1¼	368 (400-1¼)		
LNAV MDA	880-1 410 (400-1)	880-1¼ 410 (400-1¼)		
CIRCLING	1000-1 520 (600-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)	







VOR/DME VNN  
**113.8**  
 Chan **85**

APP CRS  
**045°**

Rwy Idg  
 TDZE **469**  
 Apt Elev **480**

**VOR RWY 5**  
 MOUNT VERNON (MVN)

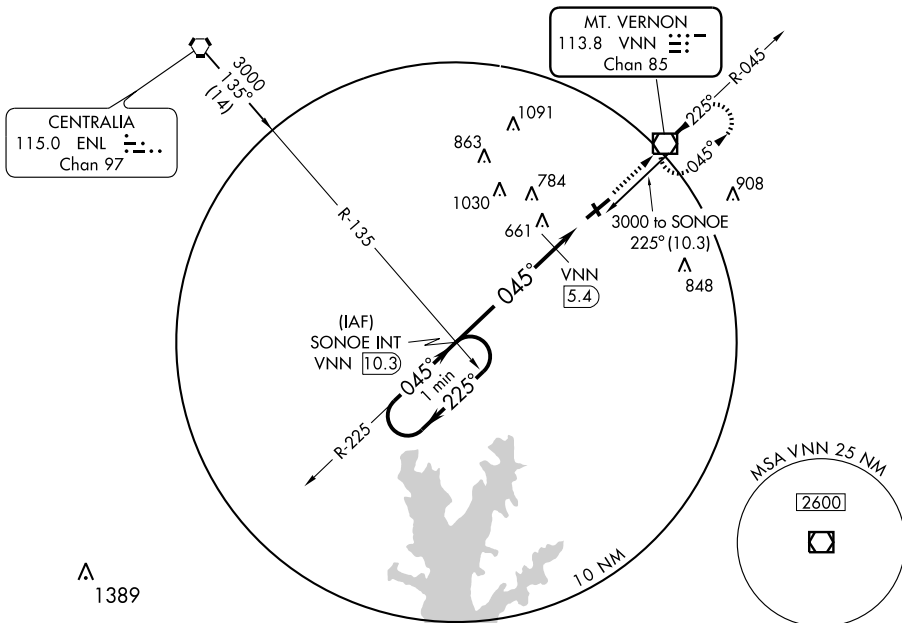


MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3  
**113.8**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.0 (CTAF)**



One Minute  
 Holding Pattern

SONOE INT  
 VNN **10.3**

3000 VNN  
 113.8

2600

← 225°  
 045° →

VGSI and descent  
 angles not coincident.

3.01°  
 TCH 45

1080

VNN  
**5.4**

VNN  
**3.7**

4.8 NM 1.7

CATEGORY	A	B	C	D
S-5	1080-1	611 (600-1)	1080-1 $\frac{3}{4}$ 611 (600-1 $\frac{3}{4}$ )	1080-2 611 (600-2)
CIRCLING	1080-1	600 (600-1)	1080-1 $\frac{3}{4}$ 600 (600-1 $\frac{3}{4}$ )	1140-2 660 (700-2)
DME MINIMUMS				
S-5	920-1	451 (500-1)	920-1 $\frac{1}{4}$ 451 (500-1 $\frac{1}{4}$ )	920-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$ )
CIRCLING	980-1	500 (500-1)	1000-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$ )	1140-2 660 (700-2)

ELEV 480

**D**

Λ 585±

507

Λ 527±

TDZE  
 469

045° 6.5 NM  
 from FAF

HIRL Rwy 5-23  
 MIRL Rwy 15-33

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



**OLNEY—NOBLE** (OLY) 4 W UTC−6(−5DT) N38°43.31' W88°10.59'  
 482 B S4 FUEL 100LL, JET A+ TPA—1282(800) NOTAM FILE OLY  
 RWY 11–29: H4100X75 (ASPH) S–12 MIRL 0.3% up W  
 RWY 11: REIL. VASI(V2L)—GA 3.0° TCH 25'. Road.  
 RWY 29: VASI(V2L)—GA 3.0° TCH 25'. Tree.  
 RWY 03–21: H3599X60 (ASPH) S–18, D–25 MIRL  
 RWY 03: REIL. Tree. RWY 21: Trees.

**AIRPORT REMARKS:** Attended 1400Z±–2300Z±. For arpt attendance after hrs call 618–393–2967. Fuel 100LL and JET A+ avbl 24 hours with credit card. MIRL Rwy 11–29 preset on low ints—to increase ints and ACTIVATE VASI Rwy 11 and 29, REIL Rwy 11, MIRL Rwy 03–21 and REIL Rwy 03—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 119.275 (618) 393–4416.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SAMSVILLE RCO 122.1R 116.6T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

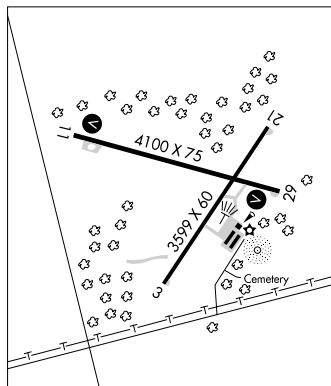
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11' W88°05.15' 340° 14.8 NM to fld. 540/3E.

NDB (MHW) 272 OLY N38°43.09' W88°10.37' at fld.

NOTAM FILE OLY.

ILS/DME 110.5 I–LZW Chan 42 Rwy 11. LOC unusable bdy 20 degrees right of course.



ST LOUIS

L–27C

IAP

**OTTAWA** N41°21.75' W88°51.26' NOTAM FILE IKK.  
 NDB (MHW) 266 at Skydive Chicago. VFR only. Out of svc indef.

CHICAGO

## OTTAWA

**SKYDIVE CHICAGO** (8N2) 4 NE UTC−6(−5DT) N41°23.99' W88°47.64'

616 TPA—1416(800) NOTAM FILE IKK

RWY 03–21: H4522X50 (ASPH) S–12.5 LIRL

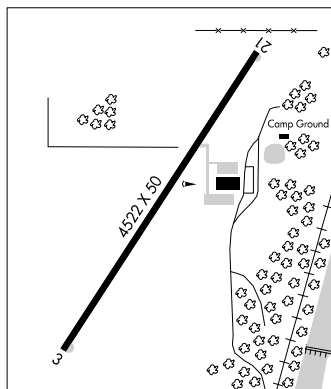
**AIRPORT REMARKS:** Attended 1400Z–dusk. Extensive parachute activity on and in/ov arpt. 268' cellular twr ½ mile WSW of Rwy 03. For noise abatement fly wide pattern Rwy 03. Ldg fee. ACTIVATE LIRL Rwy 03–21—122.725.

**COMMUNICATIONS:** CTAF 122.725 UNICOM 122.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 246° at 23.2 NM to fld. 592/2E.



CHICAGO

L–28H

**PALESTINE** N39°00.85' W87°38.50' NOTAM FILE RSV.  
 NDB (MHW) 391 PLX at Robinson Muni.

ST LOUIS

L–27D

## PALMYRA

**ZELMER MEM AIRPARK INC** (5K1) 1 S UTC−6(−5DT) N39°25.20' W89°59.47'

663 FUEL 100LL, MOGAS TPA—1463(800) NOTAM FILE STL

RWY 18–36: H2900X32 (ASPH) LIRL

RWY 18: Building. RWY 36: Thld dspcd 307'.

**AIRPORT REMARKS:** Attended irregularly, for attendant call 217–439–7497. ACTIVATE NSTD LIRL Rwy 18–36—CTAF.

Rwy 36 dspcd thld marked with white line and three amber lgts on each side.

**COMMUNICATIONS:** CTAF 122.9.

ST LOUIS

**PARIS** N39°41.90' W87°40.45' NOTAM FILE PRG.

NDB (MHW) 341 PRG at Edgar Co. Unmonitored 2200–1400Z±.

ST LOUIS

L–27B

LOC/DME I-LZW <b><u>110.5</u></b> Chn <b>42</b>	APP CRS <b>107°</b>	Rwy Idg <b>4100</b> TDZE <b>482</b> Apt Elev <b>482</b>
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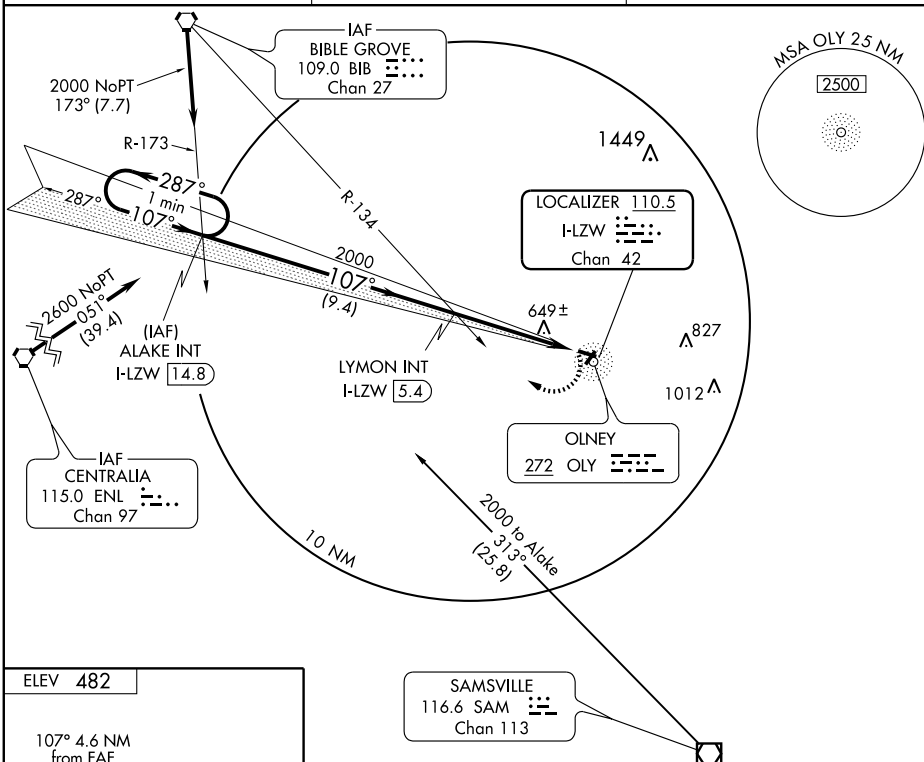
LOC RWY 11  
OLNEY-NOBLE (OLY)

<b>T</b>	If local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 140 feet.
<b>A</b> NA	VDP NA with Evansville altimeter setting.

**MISSED APPROACH:** Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/I-LZW 14.8 DME and hold.

AWOS-3  
119.275

KANSAS CITY CENTER  
127.7 317.7

UNICOM  
123.0 (CTAF) 

ELEV 482

107° 4.6 NM  
from FAF

TDZE  
482

REIL Rwys 3 and 11 **L**  
MIRL Rwys 3-21 and 11-29 **L**

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

## One Minute Holding Pattern

ALAKE INT  
I-LZW 14.8LYMON INT  
I-LZW 5.4

2000  
↗  
DG 320°

I-LZW  
W CRS  
110.5

ALAKE  
INT
$$\underline{2000} \xleftarrow{287^\circ} \text{---} \xrightarrow{107^\circ}$$

VGSI and descent  
angles not coincident.

I-LZW 2.1 I-LZW 2.2

3.04°  
TCH 40

CATEGORY

A	B
---	---

	C	D
--	---	---

S-11

900-1	418 (500-1)
-------	-------------

900-1 1/4	418 (500-1 1/4)
-----------	-----------------

CIRCUIT

0/0 1 (50,000)

960-1½	1040-2
--------	--------

OLNEY-NOBLE, ILLINOIS

Amdt 5 10098

38°43'N-88°11'W

OLNEY-NOBLE (OLY)  
LOC RWY 11

EC-3. 26 AUG 2010 to 23 SEP 2010



APP CRS **036°**  
 Rwy Idg **4100**  
 TDZE **472**  
 Apt Elev **482**

# RNAV (GPS) RWY 3

OLNEY-NOBLE (OLY)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Procedure NA at night.

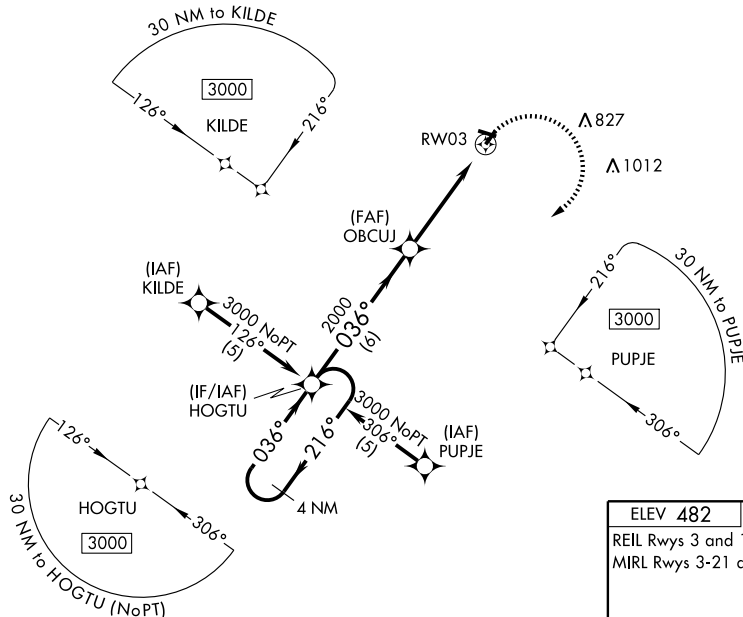
**MISSED APPROACH:**  
 Climbing right turn to 3000 direct HOGTU and hold.

AWOS-3  
**119.275**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.0 (CTAF) 0**

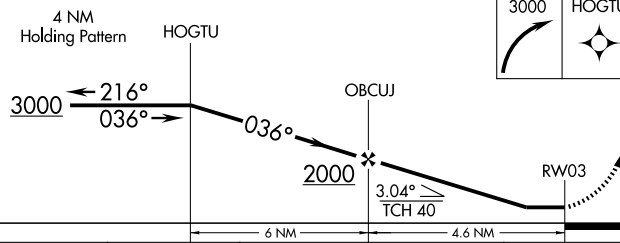
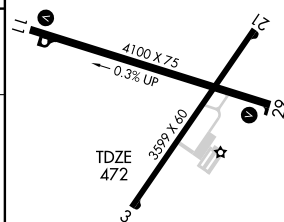
△ 1449



ELEV 482

REIL Rwy 3 and 11

MIRL Rwy 3-21 and 11-29



CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1¼ 468 (500-1¼)	940-1½ 468 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

APP CRS **107°**  
 Rwy Idg **4100**  
 TDZE **482**  
 Apt Elev **482**

# RNAV (GPS) RWY 11

OLNEY-NOBLE (OLY)

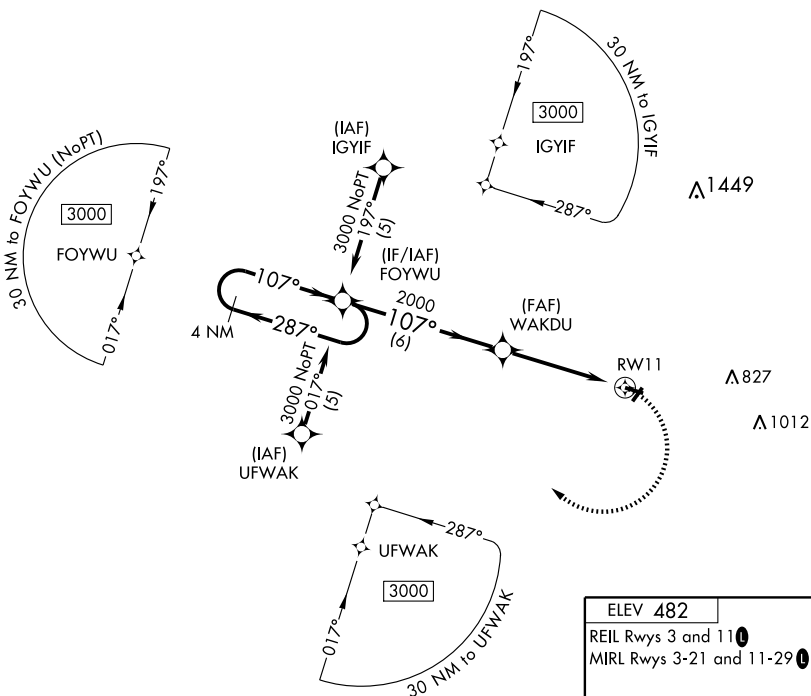
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet; increase all Cat C and D visibilities ¼ mile. Procedure NA at night.

MISSED APPROACH:  
 Climbing right turn to 3000 direct FOYWU and hold.

AWOS-3  
**119.275**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 482

REIL Rwy 3 and 11

MIRL Rwy 3-21 and 11-29

TDZE

482

107° to RW11

4100 X 75

0.3% UP

3599 X 60

4 NM  
 Holding Pattern

FOYWU

WAKDU

3000

FOYWU

3000

VGSI and descent  
 angles not coincident.

2000

3.04°

TCH 40

4.6 NM

6 NM

CATEGORY	A	B	C	D
RNAV MDA	920-1	438 (500-1)	920-1¼ 438 (500-1¼)	920-1½ 438 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

VOR/DME SAM <b>116.6</b> Chan <b>113</b>	APP CRS <b>341°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>482</b>
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VOR/DME-A  
OLNEY-NOBLE (OLY)

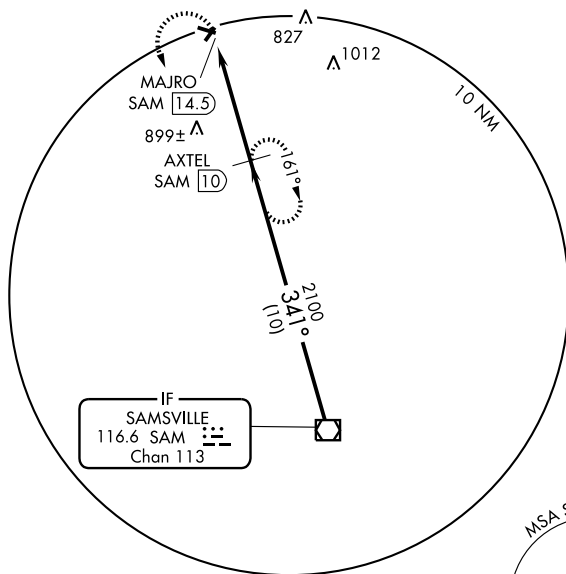
**T** Procedure NA at night. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C and D visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climbing left turn to 2100 via SAM VOR/DME R-341 to AXTEL/SAM 10 DME and hold.

AWOS-3  
119.275

KANSAS CITY CENTER  
127.7 317.7

UNICOM  
123.0 (CTAF) **L**

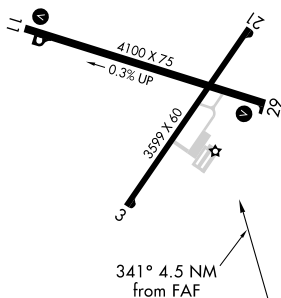


MSA SAM 23 NM

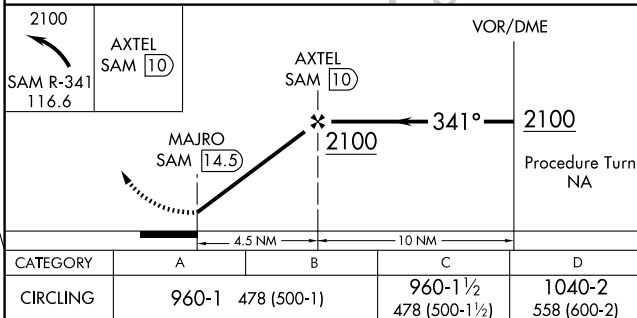
2500

 $1029 \pm$ 

ELEV 482



341° 4.5 NM  
from FAF



REIL Rwy 3 and 11 **L**  
MIRL Rwy 3-21 and 11-29 **L**

OLNEY-NOBLE, ILLINOIS

Amdt 9 08APR10

38°43'N-88°11'W

OLNEY-NOBLE (OLY)  
VOR/DME-A

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



## PARIS

**EDGAR CO** (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

Rwy 09-27: H4502X75 (ASPH) S-12.5 MIRL

Rwy 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

Rwy 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (217) 465-4304.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

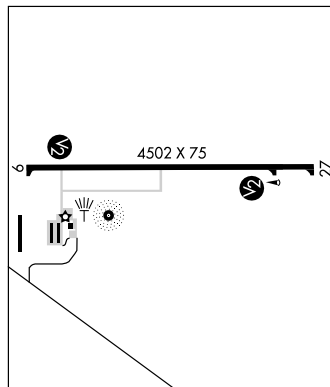
Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°44.94' 301° 23.3 NM to fld. 606/2E. **HIWAS.**

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld. Unmonitored 2200-1400Z†. NOTAM FILE PRG.



**PAXTON** (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

Rwy 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

Rwy 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50'. Thld dspcd 800'. Tree.

Rwy 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dspcd thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

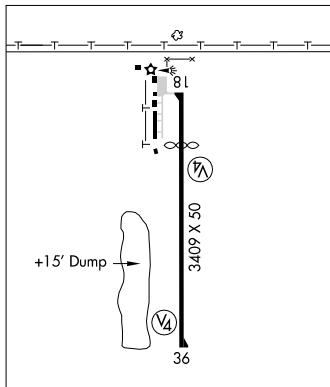
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.



CHICAGO

L-27C

IAP

NDB PRG <b>341</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>4502</b> <b>651</b> <b>654</b>
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# NDB RWY 27

PARIS/ EDGAR COUNTY (PRG)

**▽** When local altimeter setting not received, use Terre Haute Inrl-Hulman Field altimeter setting and increase all MDAs 80 feet, and all Cat C visibilities ¼ mile. Visibility reduction by helicopters NA.

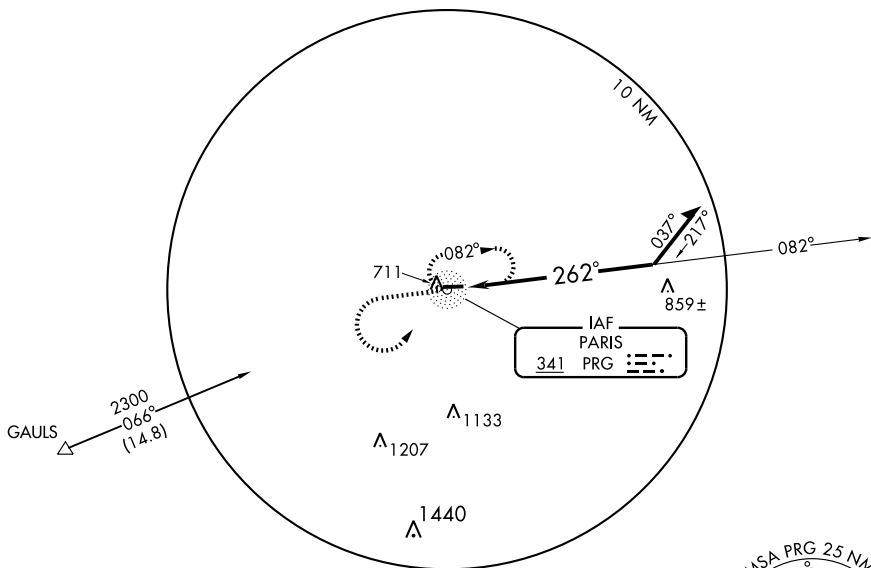
**△ NA**

MISSED APPROACH: Climb to 2300 then left turn direct PRG NDB and hold.

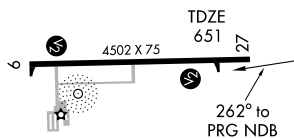
AWOS-3  
**124.175**

HULMAN APP CON ★  
**125.45 339.8**

UNICOM  
**123.0 (CTAF) 0**



ELEV **654**



2300

PRG  
341

PRG  
341

NDB

Remain  
within 10 NM

2300

CATEGORY	A	B	C	D
S-27	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	NA
CIRCLING	1220-1	566 (600-1)	1220-1½ 566 (600-1½)	NA

REIL Rwy 27  
MIRL Rwy 9-27 **0**

APP CRS	Rwy ldg	<b>4502</b>
<b>087°</b>	TDZE	<b>654</b>
	Apt Elev	<b>654</b>

# RNAV (GPS) RWY 9

PARIS/ EDGAR COUNTY (PRG)

**▼** When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

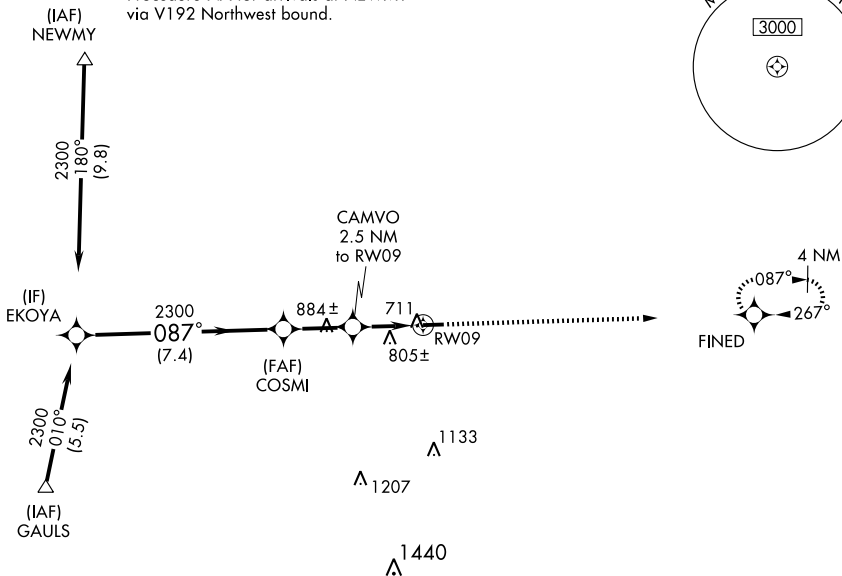
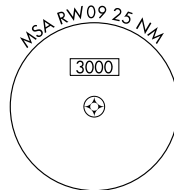
**MISSED APPROACH:** Climb to 2300 direct FINED and hold.

AWOS-3  
**124.175**

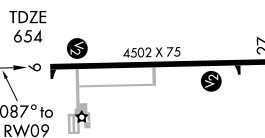
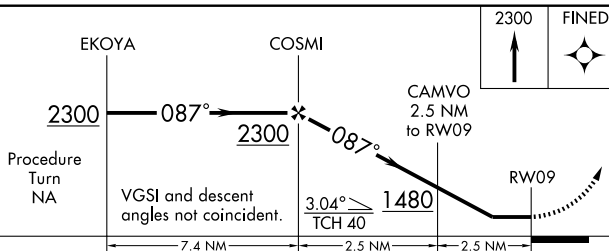
HULMAN APP CON ★  
**125.45 339.8**

UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at NEWMY via V192 Northwest bound.



ELEV 654



CATEGORY	A	B	C	D
LNNAV MDA	1060-1 406 (500-1)	1060-1 406 (500-1)	1060-1½ 406 (500-1½)	NA
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

REIL Rwy 27  
MIRL Rwy 9-27 0

APP CRS <b>267°</b>	Rwy Idg <b>4502</b>
	TDZE <b>651</b>
	Apt Elev <b>654</b>

# RNAV (GPS) RWY 27

PARIS/EDGAR COUNTY (PRG)

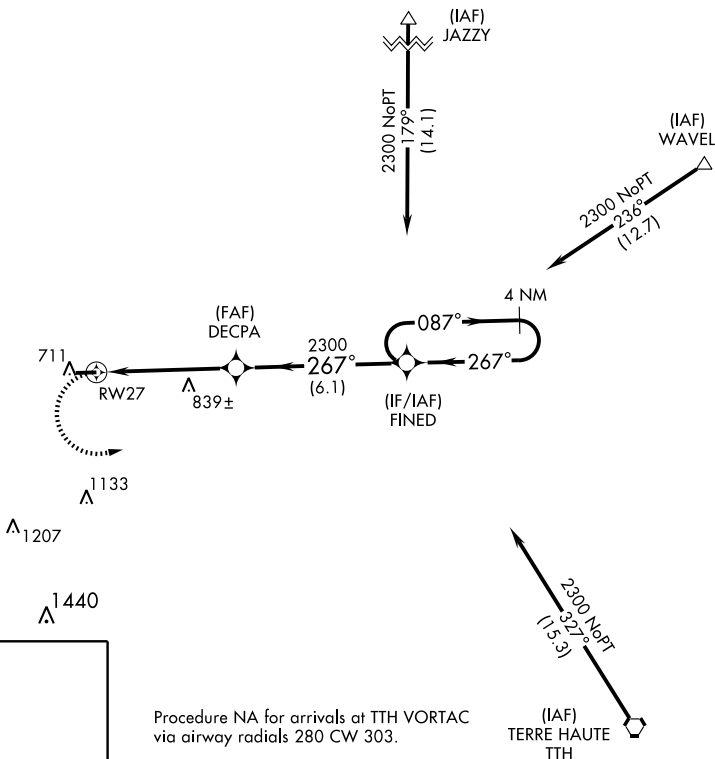
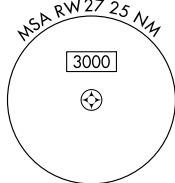
When local altimeter setting not received, use Terre Haute Int'l-Hulman Field altimeter setting and increase all MDAs 80 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2300 direct FINED and hold.

AWOS-3  
**124.175**

HULMAN APP CON ★  
**125.45 339.8**

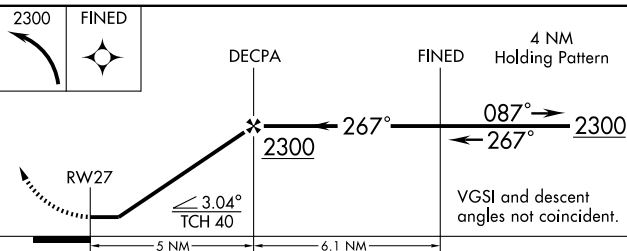
UNICOM  
**123.0 (CTAF) 0**



ELEV 654

Procedure NA for arrivals at TTH VORTAC via airway radials 280 CW 303.

(IAF) TERRE HAUTE TTH



REIL Rwy 27  
MIRL Rwy 9-27 0

VORTAC TTH <b>115.3</b> Chan <b>100</b>	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>654</b>
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# VOR/DME or GPS-A

PARIS/ EDGAR COUNTY (PRG)

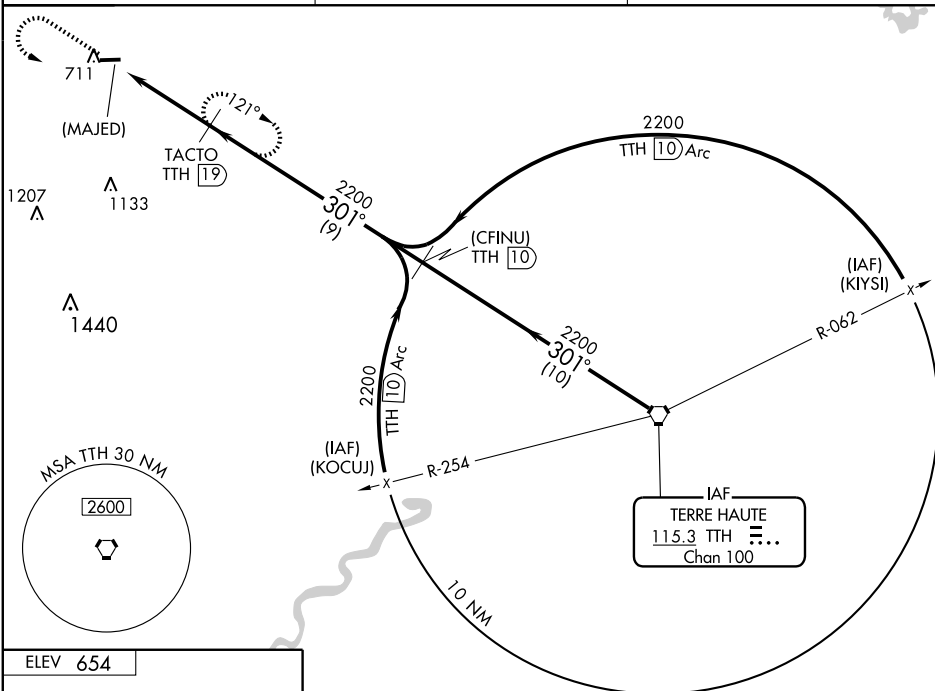
**▼** Obtain local altimeter setting on CTAF; when not received, use Terre Haute altimeter setting.

**MISSED APPROACH:** Climb to 2200 then left turn via TTH R-301 to TACTO 19 DME and hold.

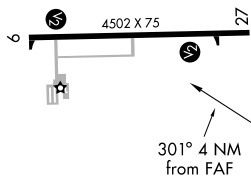
AWOS-3  
**124.175**

HULMAN APP CON ★  
**125.45 339.8**

UNICOM  
**123.0 (CTAF) 0**



ELEV **654**



REIL Rwy 27  
MIRL Rwy 9-27 **0**

Knots	60	90	120	150	180
Min:Sec					

2200

↑

TTH R-301  
115.3

TACTO  
TTH 19

(CFINU)  
TTH 10

VORTAC

(MAJED)  
TTH 23

301°

2200

301°

2200

301°

2200

Procedure Turn  
NA

4 NM

9 NM

10 NM

CATEGORY	A	B	C	D
CIRCLING	1200-1 546 (600-1)	1200-1¼ 546 (600-1¼)	1200-1½ 546 (600-1½)	NA

TERRE HAUTE ALTIMETER SETTING MINIMUMS

CIRCLING	1280-1 626 (700-1)	1280-1¼ 626 (700-1¼)	1280-1¾ 626 (700-1¾)	NA
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## PARIS

**EDGAR CO** (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (217) 465-4304.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

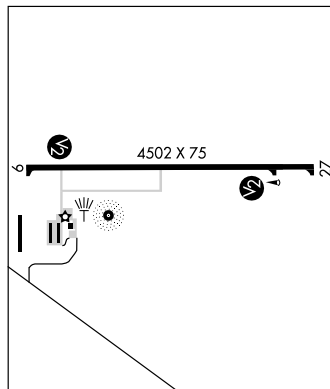
Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°14.94' 301° 23.3 NM to fld. 606/2E. HIWAS.

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld.  
Unmonitored 2200-1400Z†. NOTAM FILE PRG.



ST LOUIS  
L-27D  
IAP

**PAXTON** (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50'. Thld dsplcd 800'. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dsplcd thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

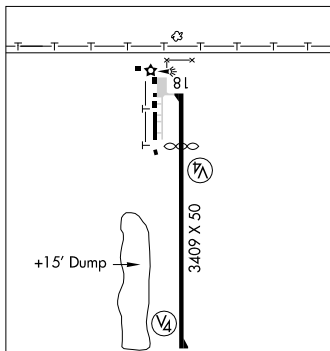
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.



CHICAGO  
L-27C  
IAP

APP CRS  
**183°**Rwy Idg **2609**  
TDZE **777**  
Apt Elev **779**

RNAV (GPS) RWY 18

PAXTON (1C1)



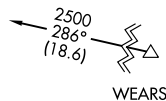
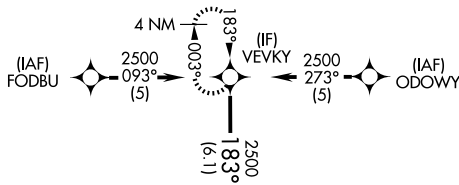
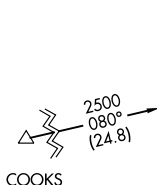
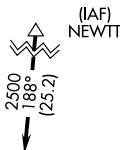
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Use Champaign-Urbana altimeter setting; when not received,  
use Decatur altimeter setting and increase all MDA 80 feet;  
increase LNAV and Circling Cat C visibility ¼ mile.

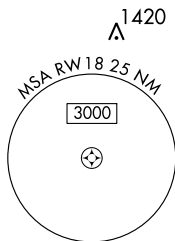
MISSED APPROACH: Climbing right  
turn to 2500 direct VEVKY and hold.

CHAMPAIGN-URBANA ASOS  
**124.85**CHAMPAIGN APP CON ★  
**121.35 291.0**UNICOM  
**122.8** (CTAF)

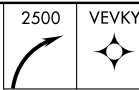
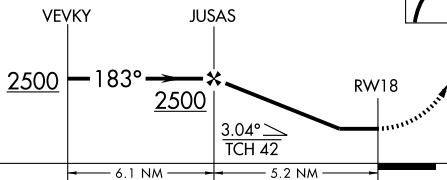
Procedure NA for arrivals at NEWTT  
on V191 Northbound  
and on V173 Northeast bound.



Procedure NA for arrivals at WEARS  
on V227 Eastbound.

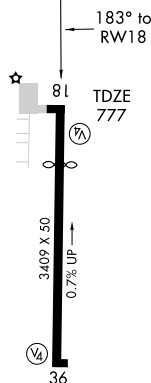


Procedure  
Turn NA



CATEGORY	A	B	C	D
LNAV MDA	1400-1	623 (700-1)	1400-1¾ 623 (700-1¾)	NA
CIRCLING	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2¼ 761 (800-2¼)	NA

ELEV 779

MIRL Rwy 18-36  
REIL Rwy 18

VOR/DME RBS <b>116.8</b> Chan <b>115</b>	APP CRS <b>166°</b>	Rwy Idg TDZE <b>777</b> Apt Elev <b>779</b>
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# VOR RWY 18

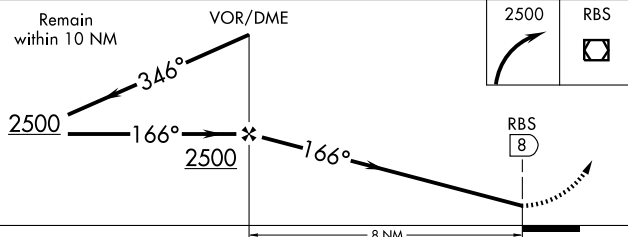
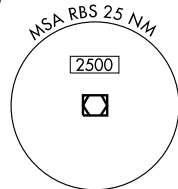
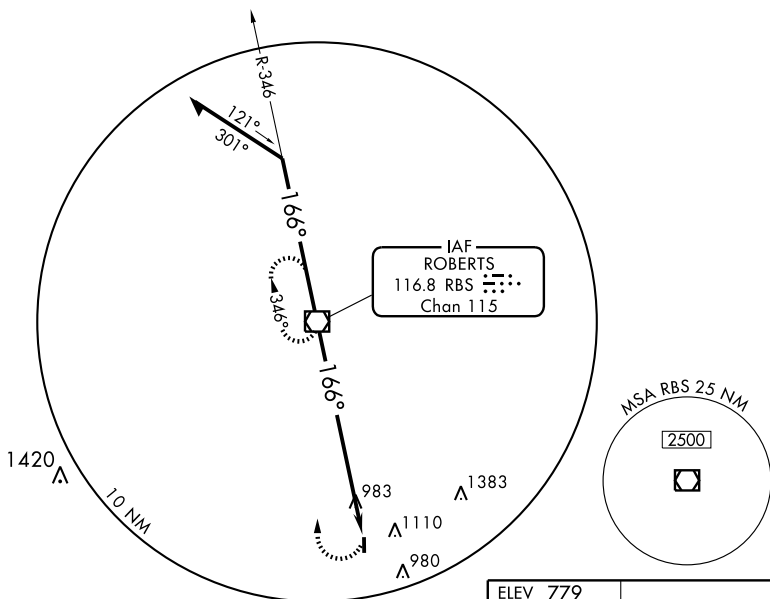
PAXTON (1C1)

<p>▼ ▲ NA</p>	<p>Visibility reduction by helicopters NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 and Circling Cat A visibility ¼ mile and S-18 Circling Cat C visibility ½ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.</p>
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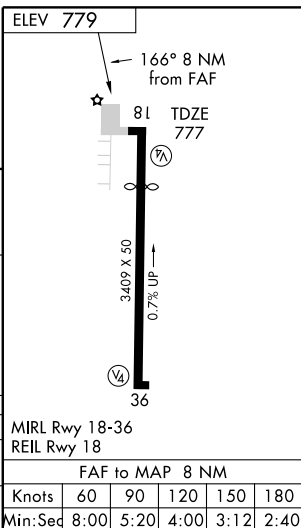
CHAMPAIGN-URBANA ASOS  
**124.85**

CHAMPAIGN APP CON ★  
**121.35 291.0**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-18	1580-1 803 (900-1)	1580-1¼ 803 (900-1¼)	1580-2¼ 803 (900-2¼)	NA
CIRCLING	1580-1 801 (900-1)	1580-1¼ 801 (900-1¼)	1580-2¼ 801 (900-2¼)	NA





**PEKIN MUNI** (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended 1400-2300Z†. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

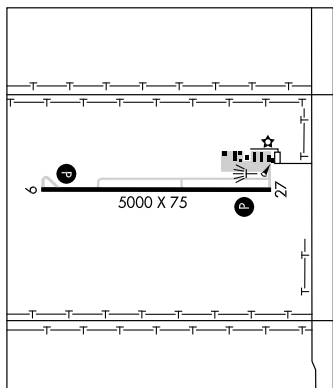
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 151° 12.7 NM to fld. 730/4E.

**CHICAGO**

H-5D, L-27C

IAP



**PEORIA** N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

**CHICAGO**

H-5D, L-27C

## PEORIA

**GENERAL DOWNING-PEORIA INTL** (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld dsplcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

**WEATHER DATA SOURCES:** ASOS (309) 697-3611. LLWAS.

**COMMUNICATIONS:** ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

Ⓡ **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 GND CON 121.85

**AIRSPACE:** CLASS C svc continuous ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

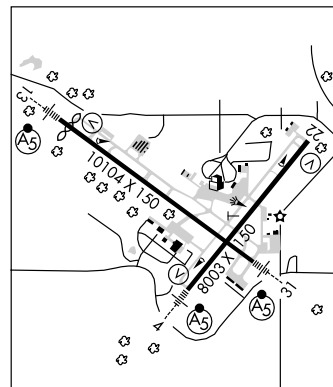
ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM TUNGG NDB.

**CHICAGO**

H-5D, L-27C

IAP, AD



WAAS CH <b>53509</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>530</b> <b>530</b>
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## RNAV (GPS) RWY 9

PEKIN MUNI (C15)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2500 direct  
WURID and hold.

PEORIA APP CON  
**124.675 269.2**

UNICOM  
**122.8 (CTAF) 0**

LOGOS

2500  
126°  
(13.5)

PEORIA  
PIA

Procedure NA for arrivals at PIA VORTAC  
via V586 Northeastbound.

2500  
225°  
(9.1)

1349 **NA** 1349

**NA** 1152

(IAF)  
TICUY

2500 (NoPT)

181°  
(5)

4 NM

271°

091°

(IF/IAF)  
JUKAX

2200

091°  
(6.1)

TUYOV

3.4 NM to  
RW09

639±

667± **NA** 730

**NA** 729

RW09

739±

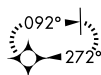
(FAF)  
HIMLO

MSA RW09 2.5 NM

2800

MISSED APCH FIX

4 NM



WURID

2500  
324°  
(14.1)

LOTTO

ELEV 530

4 NM  
Holding Pattern

JUKAX

VGSI and RNAV glidepath  
not coincident.

2500

WURID

2500

271°

091°

GS 3.00°

TCH 45

091°

2200

\*1660

HIMLO

TUYOV

3.4 NM to  
RW09

\*LNAV only

RW09

5000 X 75

27

TDZE  
530

CATEGORY	A	B	C	D
LPV DA	862-1¼ 332 (400-1¼)			
LNAV/VNAV DA	982-1½ 452 (500-1½)			
LNAV MDA	940-1	410 (500-1)	940-1¼	410 (500-1¼)
CIRCLING	1000-1	470 (500-1)	1020-1½	1080-2
			490 (500-1½)	550 (600-2)

HIRL Rwy 9-27 0

WAAS CH <b>99509</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>525</b> <b>530</b>
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## RNAV (GPS) RWY 27

PEKIN MUNI (C15)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲ NA** Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH:  
Climb to 2500 direct  
JUKAX and hold.

PEORIA APP CON  
**124.675 269.2**

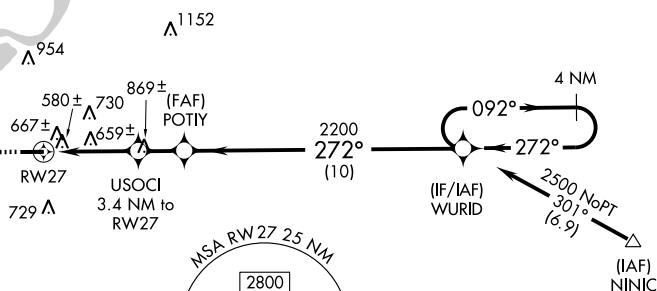
UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX

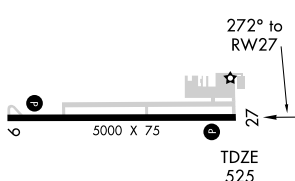
4 NM



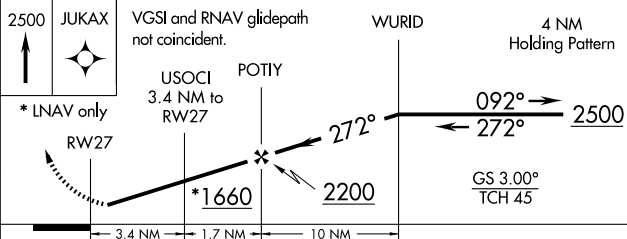
JUKAX

1787 **▲**

ELEV 530



Procedure NA for arrivals at NINIC  
via V434 Southeastbound.



CATEGORY	A	B	C	D
LPV DA	864-1 ¼ 339 (400-1 ¼)			
LNAV/VNAV DA	949-1 ½ 424 (500-1 ½)			
LNAV MDA	960-1	435 (500-1)	960-1 ¼ 435 (500-1 ¼)	960-1 ½ 435 (500-1 ½)
CIRCLING	1000-1	470 (500-1)	1020-1 ½ 490 (500-1 ½)	1080-2 550 (600-2)

HIRL Rwy 9-27 **0**

VORTAC PIA <b>115.2</b> Chan <b>99</b>	APP CRS <b>151°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>530</b>
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**VOR-A**  
PEKIN MUNI (C15)

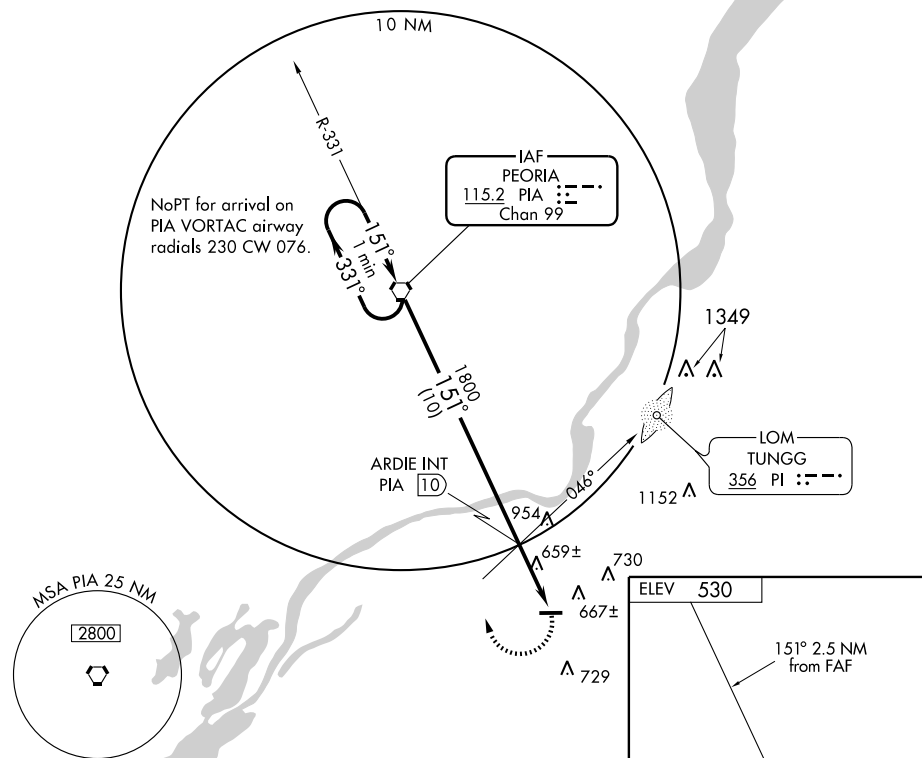
**NA** Use General Downing-Peoria Intl altimeter setting; when not received use Logan County altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climbing right turn to 2100 direct PIA VORTAC and hold.

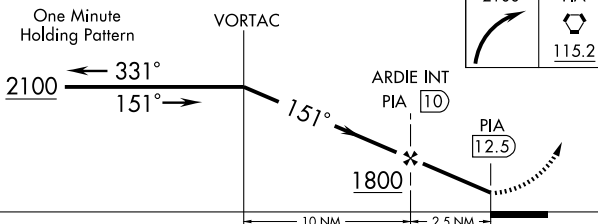
PEORIA APP CON  
**124.675 269.2**

UNICOM  
**122.8 (CTAF) 0**

## ADF or DME REQUIRED



One Minute  
Holding Pattern



HIRL Rwy 9-27 0

CATEGORY	A	B	C	D
CIRCLING	1000-1	470 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

**MOUNT HAWLEY AUXILIARY** (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

CHICAGO

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

L-27C

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

IAP

RWY 18: Tree.

RWY 36: REIL, VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

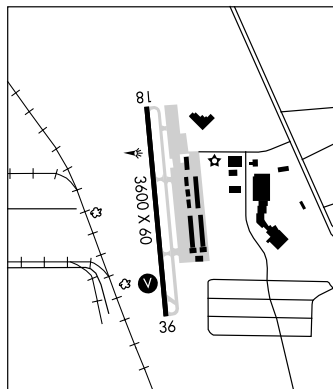
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.

**RAINBOW HELIPORT** (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

CHICAGO

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

**PEOTONE** N41°16.18' W87°47.46' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

L-28H

RCO 122.05R 113.2T (KANKAKEE RADIO)

**PERCIVAL SPRINGS** (See WATSON)**PERU****ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (VYS) 1 E UTC-6(-5DT)

CHICAGO

N41°21.11' W89°09.19'

H-5D, L-28H

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

IAP

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole.

RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri

1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

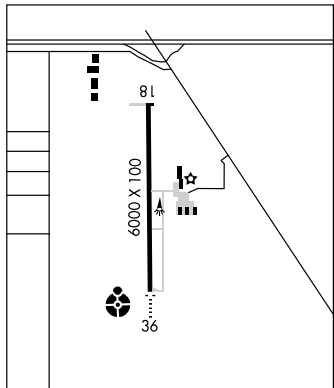
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/OE.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.

**PIATT CO** (See MONTICELLO)

WAAS CH <b>90413</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>3600</b> <b>786</b> <b>786</b>
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# RNAV (GPS) RWY 18

PEORIA/MT. HAWLEY AUXILIARY (3MY)

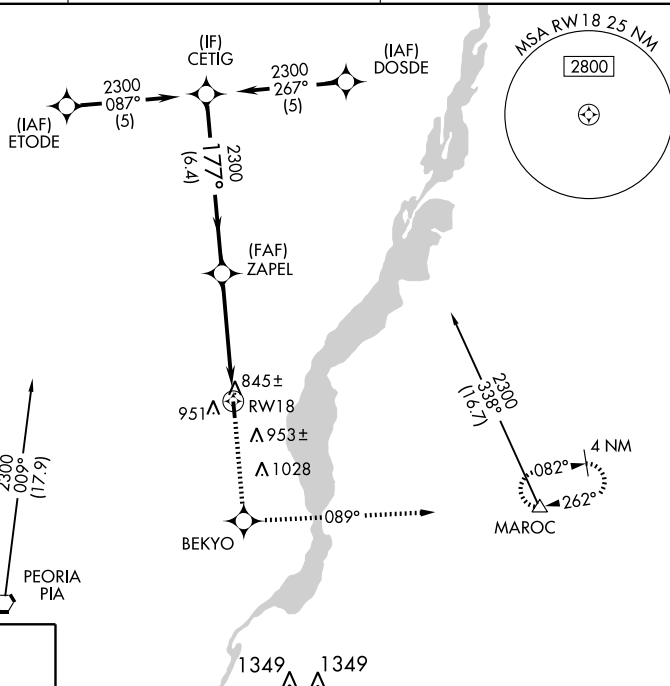
▼ Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BEKYO and via track 089° to MAROC and hold.

PEORIA APP CON  
**125.8 269.2**

CLINC DEL  
**121.6**

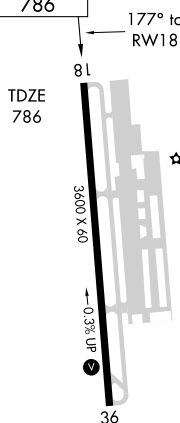
UNICOM  
**122.7 (CTAF) 0**



Procedure NA for arrivals at PIA VORTAC via airway radials 311° CW 014°.

PEORIA PIA

ELEV 786



Procedure Turn NA

CETIG

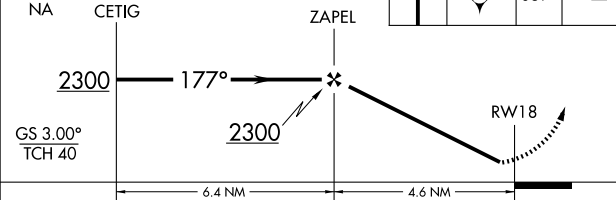
ZAPEL

3000

BEKYO

TRK 089°

MAROC



CATEGORY	A	B	C	D
LPV DA	1074-1	288 (300-1)		NA
LNAV/VNAV DA	1153-1¼	367 (400-1¼)		NA
LNAV MDA	1240-1	454 (500-1)	1240-1¼ 454 (500-1¼)	NA
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA

REIL Rwy 36  
MIRL Rwy 18-36

PEORIA, ILLINOIS  
Orig 10098


PEORIA/MT. HAWLEY AUXILIARY (3MY)  
**RNAV (GPS) RWY 18**


40° 48' N-89° 37' W

VORTAC PIA <b>115.2</b> Chan <b>99</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>786</b>
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VOR-A

PEORIA/MT. HAWLEY AUXILIARY (3MY)

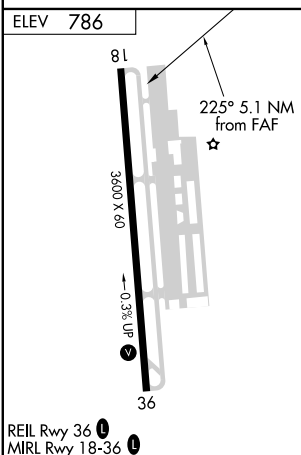
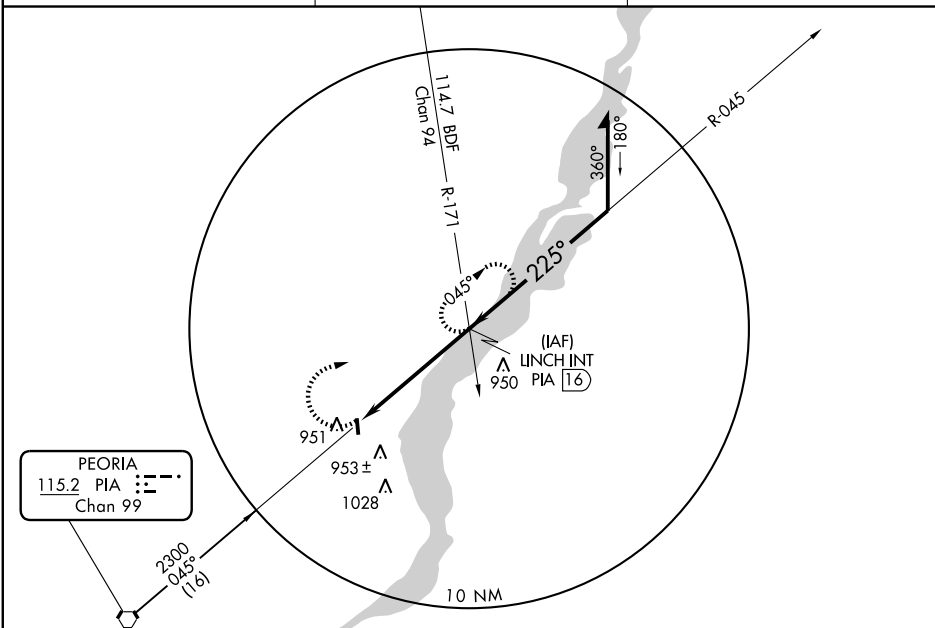
 Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase MDA 40 feet and increase Cat C visibility ¼ mile.



 MISSED APPROACH: Climbing right turn to 2300 via PIA VORTAC R-045 to LINCH Int/PIA16 DME and hold.

PEORIA APP CON  
**125.8 269.2**

CLINC DEL  
**121.6**

UNICOM  
**122.7 (CTAF) 0**



REIL Rwy 36   
MIRL Rwy 18-36 

FAF to MAP 5.1 NM				
Knots	60	90	120	150
Min:Sec	5:06	3:24	2:33	2:02
				1:42

<div><div>2300</div><div>PIA R-045 <u>115.2</u></div></div>		<div><div>LINCH INT PIA <u>16</u></div><div>Remain within 10 NM</div></div>		
<div><div>PIA <u>10.9</u></div><div>5.1 NM</div></div>		<div><div>LINCH INT PIA <u>16</u></div><div>045°</div><div>2300</div><div>225°</div><div><u>2300</u></div></div>		
CATEGORY	A	B	C	D
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA

PEORIA, ILLINOIS

Amdt 4 10098

PEORIA/MT. HAWLEY AUXILIARY (3MY)

40°48'N-89°37'W

VOR-A

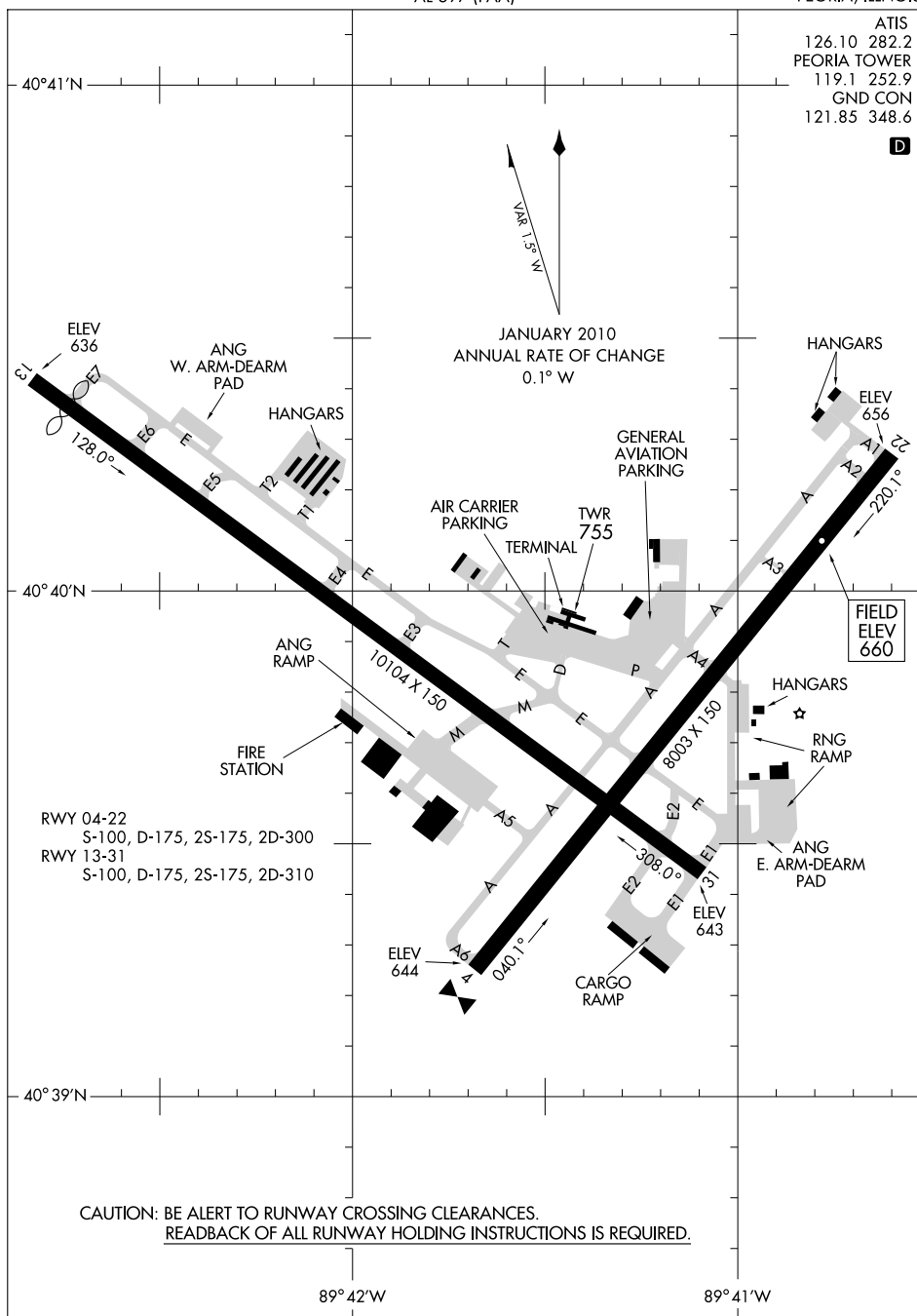
# AIRPORT DIAGRAM

PEORIA/ GENERAL DOWNING-PEORIA INTL (PIA)  
AL-597 (FAA)  
PEORIA, ILLINOIS

ATIS  
126.10 282.2  
PEORIA TOWER  
119.1 252.9  
GND CON  
121.85 348.6

**D**

EC-3, 26 AUG 2010 to 23 SEP 2010



EC-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

PEORIA, ILLINOIS  
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



**PEKIN MUNI** (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended 1400-2300Z†. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

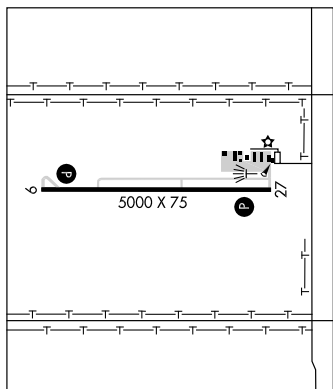
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 151° 12.7 NM to fld. 730/4E.

**CHICAGO**

H-5D, L-27C

IAP



**PEORIA** N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

**CHICAGO**

H-5D, L-27C

## PEORIA

**GENERAL DOWNING-PEORIA INTL** (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld dsplcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

**WEATHER DATA SOURCES:** ASOS (309) 697-3611. LLWAS.

**COMMUNICATIONS:** ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

Ⓡ **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 GND CON 121.85

**AIRSPACE:** CLASS C svc continuous ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

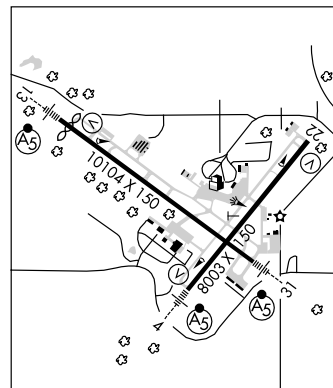
ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM TUNGG NDB.

**CHICAGO**

H-5D, L-27C

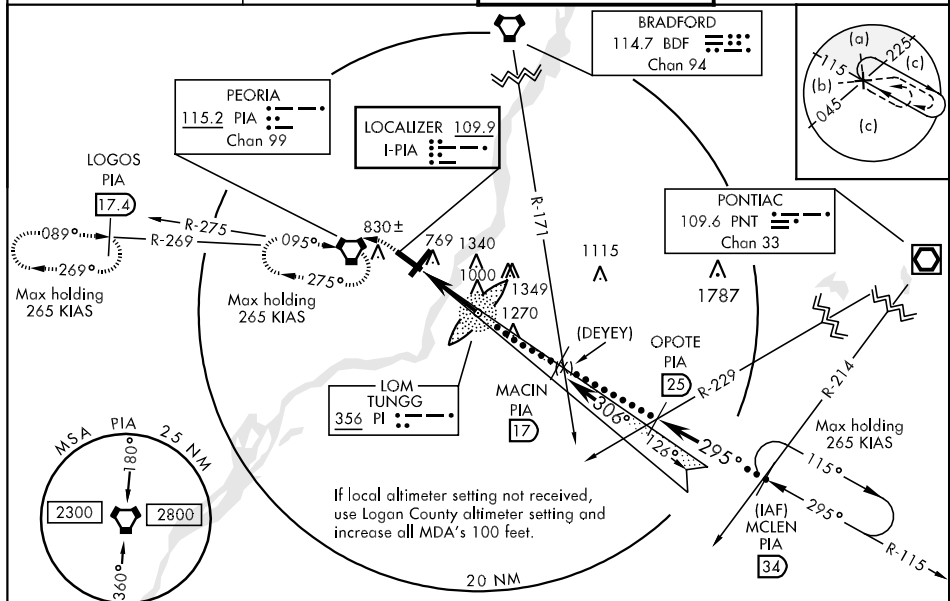
IAP, AD



HI-ILS or LOC RWY 31

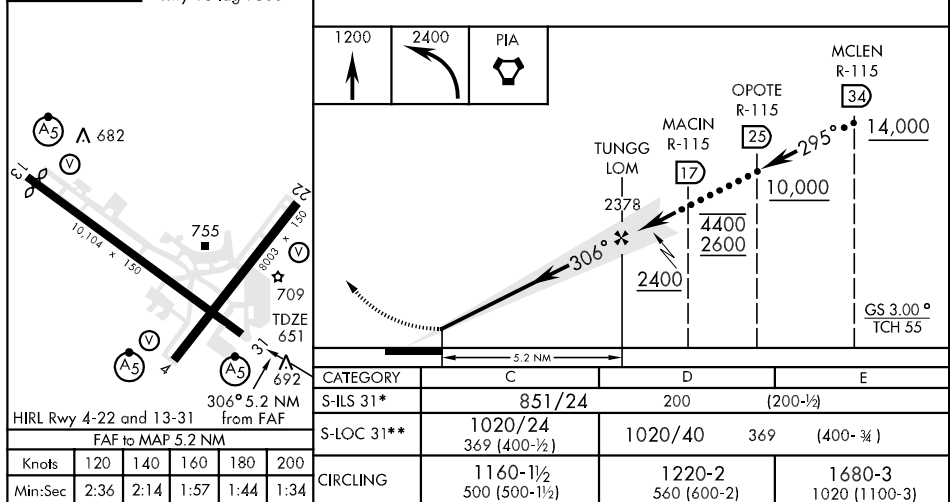
<p>▼ * When ALS inop, increase vis CAT CDE ¼ mile.          ** When ALS inop, increase vis CAT CDE ½ mile.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct PIA VORTAC and hold. (TACAN aircraft: continue via PIA R-269 to LOGOS 17.4 DME and hold west, right turn 089° inbound).</p>
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ATIS <b>126.1 282.2</b>	PEORIA APP CON 305°-125° <b>125.8 269.2</b> 126°-304° <b>124.675 326.2</b>	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>
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EMERG SAFE ALT 100 NM 3300

ELEV 660	Rwy 13  dg 9500'
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40°40'N-89°42'W

GENERAL DOWNING - PEORIA INTL (KPIA)

Amdt 7 10098

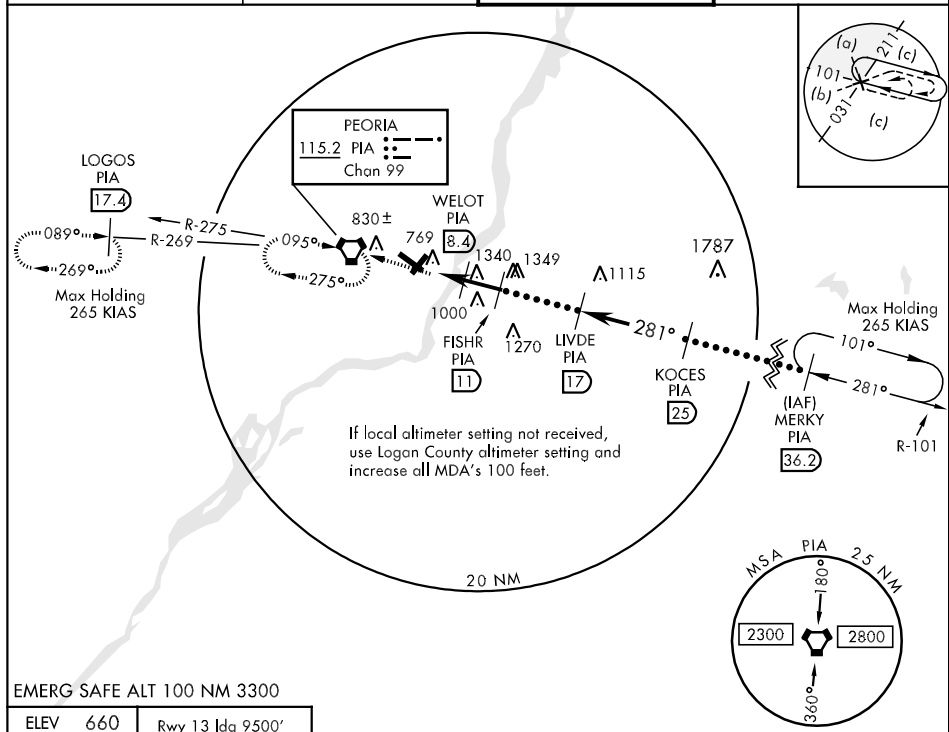
HI-ILS or LOC RWY 31

EC-3, 26 AUG 2010 to 23 SEP 2010

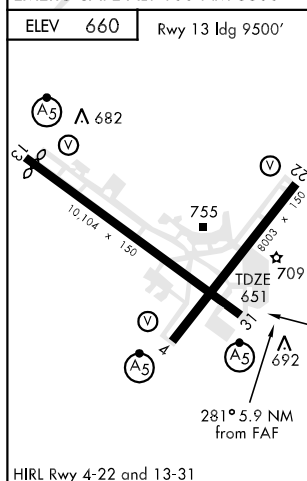
EC-3. 26 AUG 2010 to 23 SEP 2010


VORTAC PIA <b>115.2</b> Chan <b>99</b>	APCH CRS <b>281°</b>	Rwy Idg <b>10,104</b> TDZE <b>651</b> Arpt Elev <b>660</b>	JAL 597 [USAF]	GENERAL DOWNING - PEORIA INTL (KPIA)
	MALSR 	MISSED APPROACH: Climb to 2800, direct PIA VORTAC and hold. Continue climb-in-hold to 2800. (TACAN aircraft: continue via PIA R-269 to LOGOS INT/PIA 17.4 DME and hold West, right turn 089° inbound).		

ATIS <b>126.1 282.2</b>	PEORIA APP CON 305°-125° <b>125.8 269.2</b> 126°-304° <b>124.675 326.2</b>	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>
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EMERG SAFE ALT 100 NM 3300



2800	PIA	VDP NA when using Logan County altimeter setting	MERKY 36.2
↑			
3.3 NM	2.6 NM		
WELOT 8.4	FISHR 11	LIVDE 17	KOCES 25
1760	2600	3900	2700
10,000	14,000		
3.05°	TCH 55		
CATEGORY	C	D	E
S-31	1040/50 389 (400-1)	1040/60 389 (400-1¼)	
CIRCLING	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	1680-3 1020 (1100-3)

LOC/DME I-RNX  
**110.55**  
Chan **42 (Y)**

APP CRS  
**038°**

Rwy Idg  
TDZE **652**  
Apt Elev **660**

ILS or LOC RWY 4

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ If local altimeter setting not received, use Logan  
County altimeter setting and increase all DAs/MDAs  
100 feet. VDP NA with Logan County altimeter setting.



MISSED APPROACH: Climb to 1500 then climbing  
left turn to 2700 direct PIA VORTAC and hold.

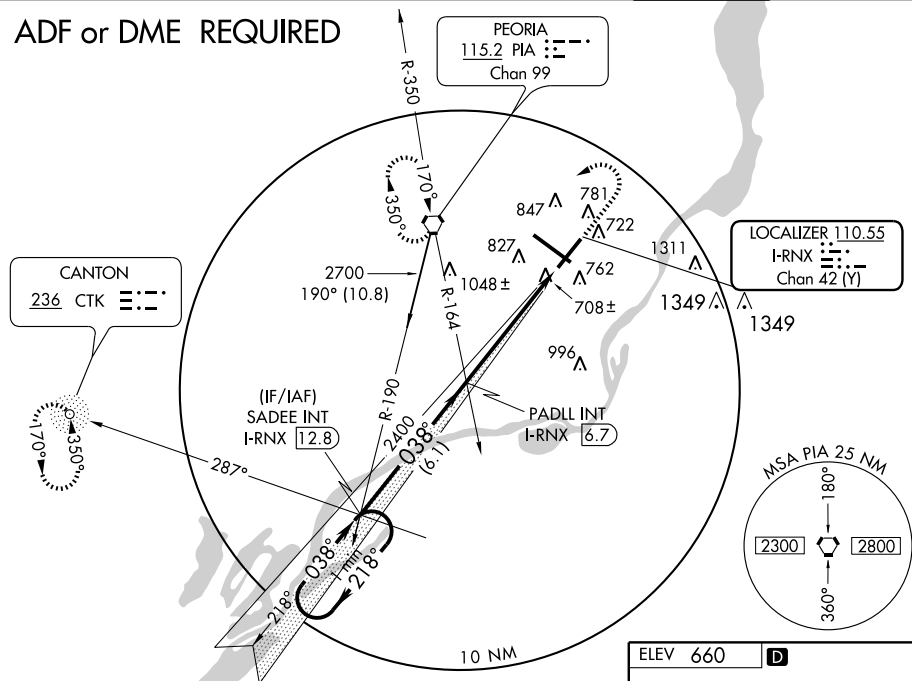
ATIS  
**126.10 282.2**

PEORIA APP CON  
**125.8 269.2** (305°-125°) **124.675 326.2** (126°-304°)

PEORIA TOWER  
**119.1 252.9**

GND CON  
**121.85 348.6**

ADF or DME REQUIRED



One Minute  
Holding Pattern

SADEE INT  
I-RNX **12.8**

1500

2700

PIA

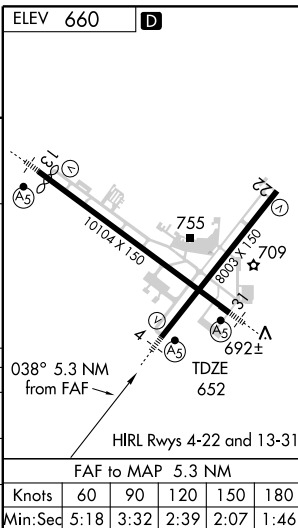
115.2

2700  
GS 3.00°  
TCH 55

VGSI and ILS glidepath not coincident. 2400

6.1 NM 4.4 NM 0.9 NM

CATEGORY	A	B	C	D
S-ILS 4	852-1/2 200 (200-1/2)			
S-LOC 4	960-1/2 308 (300-1/2)			960-3/4 308 (300-3/4)
CIRCLING	1160-1 500 (500-1)		1160-1 1/2 500 (500-1/2)	1220-2 560 (600-2)



LOC I-GZX <b>109.9</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>632</b> <b>660</b>
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## ILS or LOC RWY 13

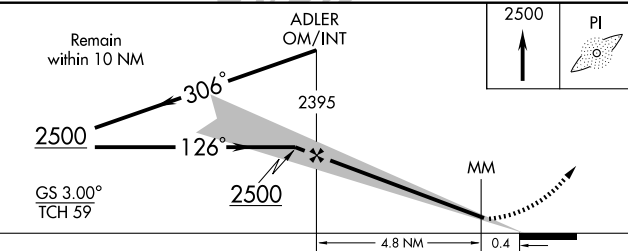
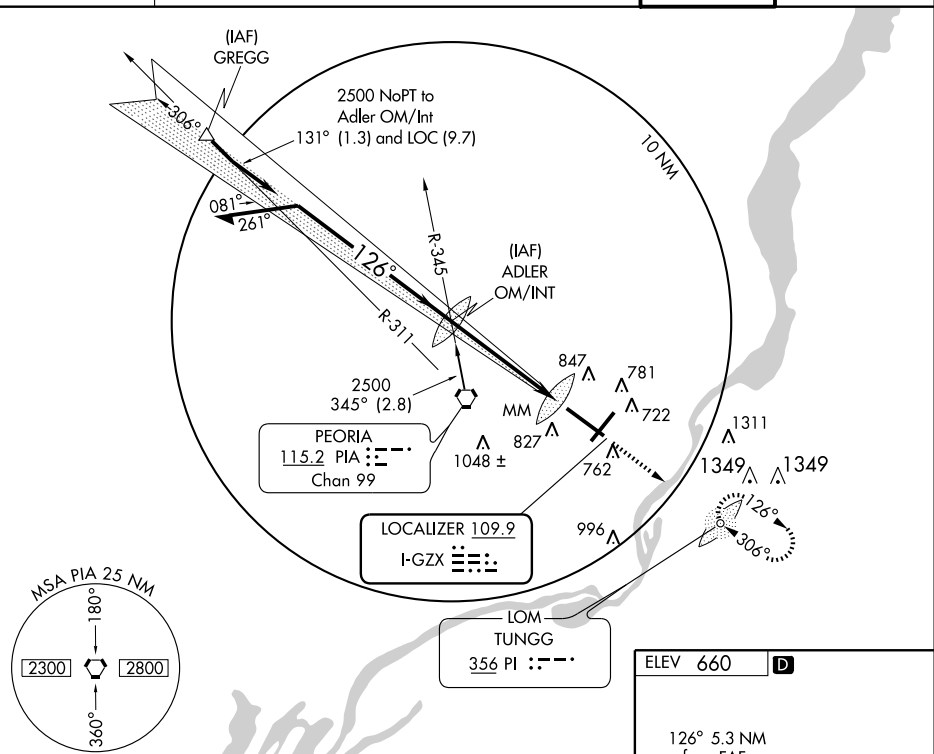
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

ADF REQUIRED  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

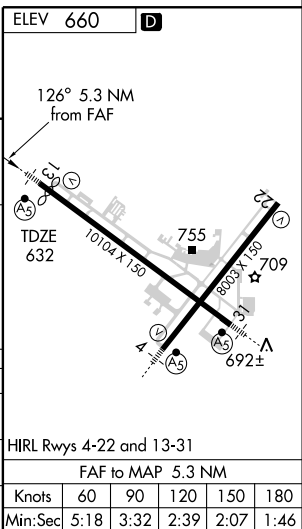


MISSED APPROACH: Climb to  
2500 direct PI LOM and hold.

ATIS <b>126.10 282.2</b>	PEORIA APP CON <b>125.8 269.2</b> (305°-125°) <b>124.675 326.2</b> (126°-304°)	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 13*	832/24 200 (200-½)			
S-LOC 13	1120/24 488 (500-½)	1120/40 488 (500-¾)	1120/50 488 (500-1)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	



HIRL Rwy 4-22 and 13-31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-PIA <b><u>109.9</u></b>	APP CRS <b>306°</b>	Rwy Idg <b>10104</b> TDZE <b>651</b> Apt Elev <b>660</b>
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## ILS or LOC RWY 31

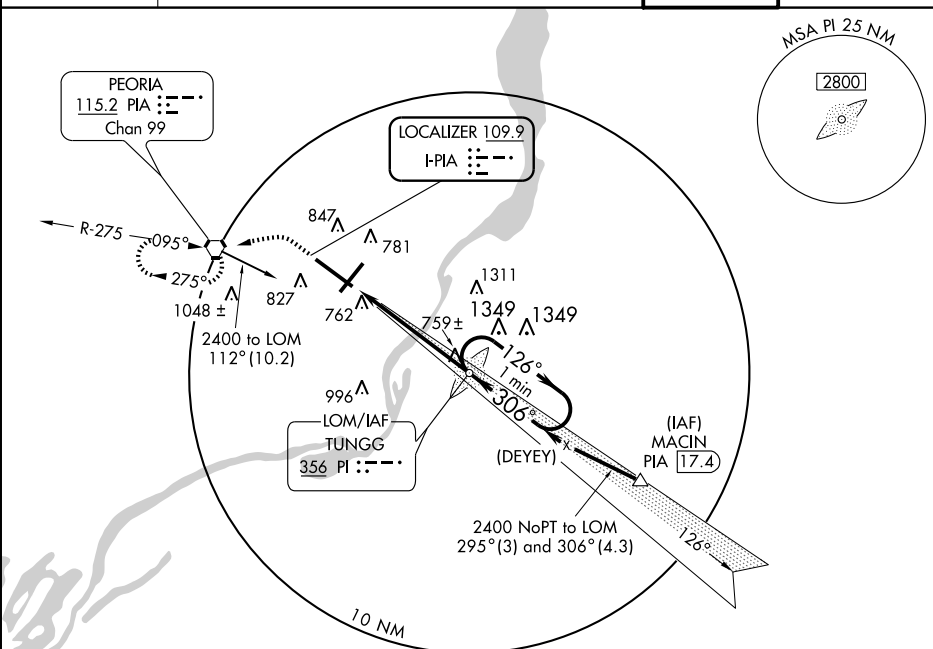
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

**▼** If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.  
**▲** \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

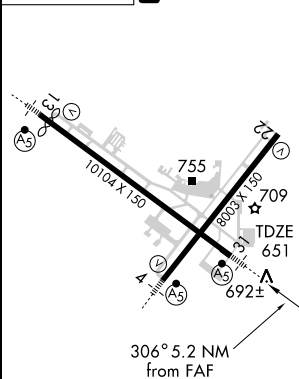


**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON				PEORIA TOWER		GND CON	
126.10 282.2	125.8	269.2	(305°-125°)	124.675	326.2	(126°-304°)	119.1 252.9	121.85 348.6



ELEV 660	D
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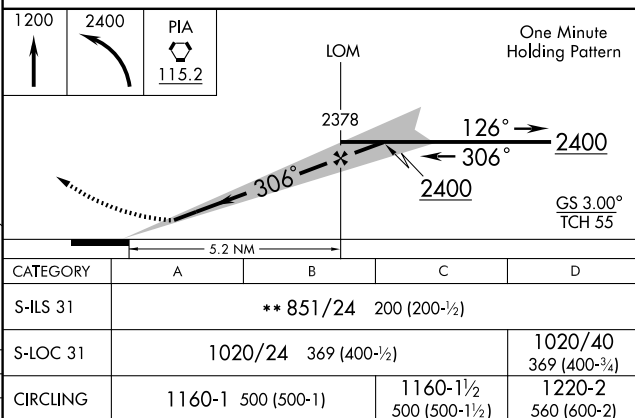
HJRL Rwy 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PEORIA, ILLINOIS

Amdt 7A 10098



PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

40°40'N-89°42'W

## ILS or LOC RWY 31

LOM PI <b>356</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>10104</b> <b>651</b> <b>660</b>
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**NDB RWY 31**

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



MALSR



MISSED APPROACH: Climbing left turn to 2400 direct PIA VORTAC and hold.

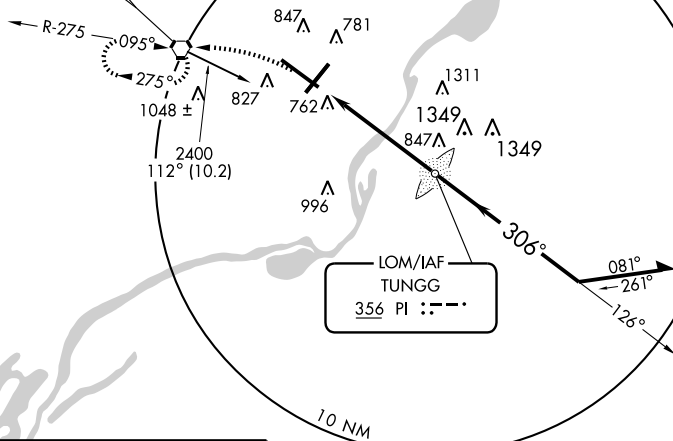
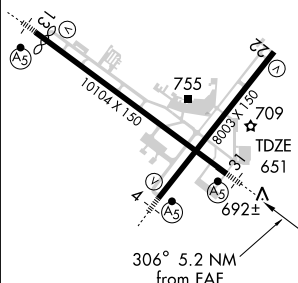
ATIS  
**126.10 282.2**

PEORIA APP CON  
**125.8 269.2** (305°-125°) **124.675 326.2** (126°-304°)

PEORIA TOWER  
**119.1 252.9**

GND CON  
**121.85 348.6**

PEORIA  
115.2 PIA  
Chan 99

ELEV 660 **D**

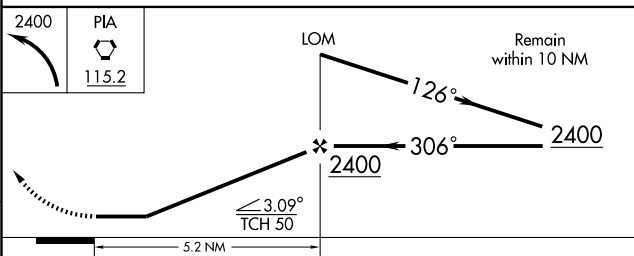
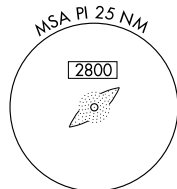
HIRL Rwy 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PEORIA, ILLINOIS

Amdt 15A 10098



CATEGORY	A	B	C	D
S-31	1140/40 489 (500-¾)			1140/60 489 (500-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



40° 40'N-89° 42'W

**NDB RWY 31**

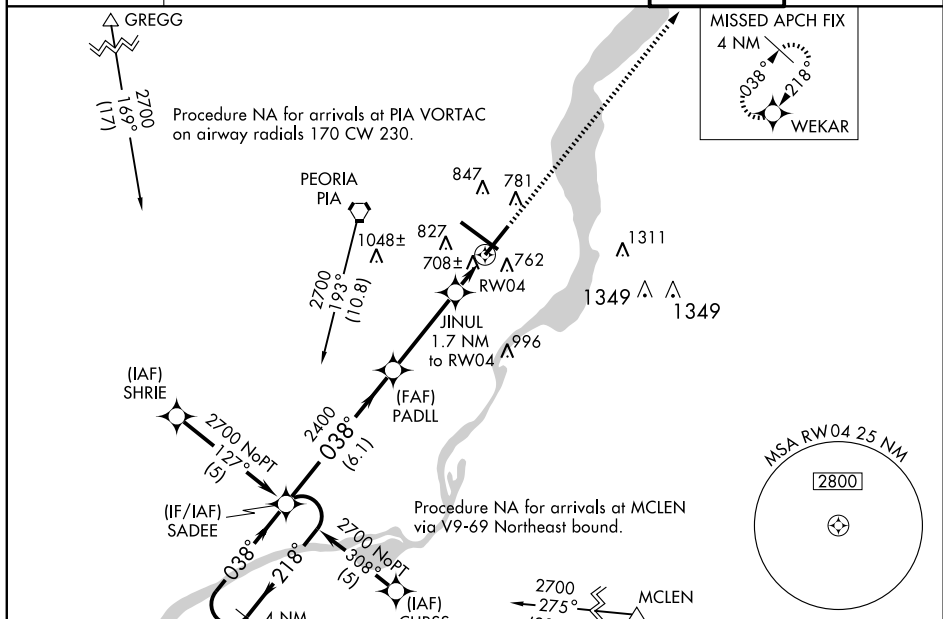
WAAS CH <b>56210</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>652</b> Apt Elev <b>660</b>
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## RNAV (GPS) RWY 4

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

 ASR	For inoperative MALS, increase LPV all Cats. visibility to 1 mile, and LNAV Cat. D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats. and LNAV Cat. C visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ½ mile.	 MALS	<b>MISSED APPROACH:</b> Climb to 2300 direct WEKAR and hold.
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ATIS <b>126.10 282.2</b>	PEORIA APP CON <b>125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)</b>	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>
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4 NM Holding Pattern SADEE 2700 ← 218° / 038° → GS 3.00° TCH 55 VGSI and RNAV glidepath not coincident.				2300 WEKAR *LNAV only
PADLL JINUL 1.7 NM to RW04 *1220 6.1 NM 3.6 NM 0.7 1.0				RW04 *1 NM to RW04
CATEGORY	A	B	C	D
LPV DA	926-1½		274 (300-1½)	
LNAV/VNAV DA	1098-1		446 (500-1)	
LNAV MDA	1020-1½		368 (400-1½)	
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	
			1220-2 560 (600-2)	

PEORIA, ILLINOIS

Amdt 1A 10098

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

40° 40'N-89° 42'W


RNAV (GPS) RWY 4



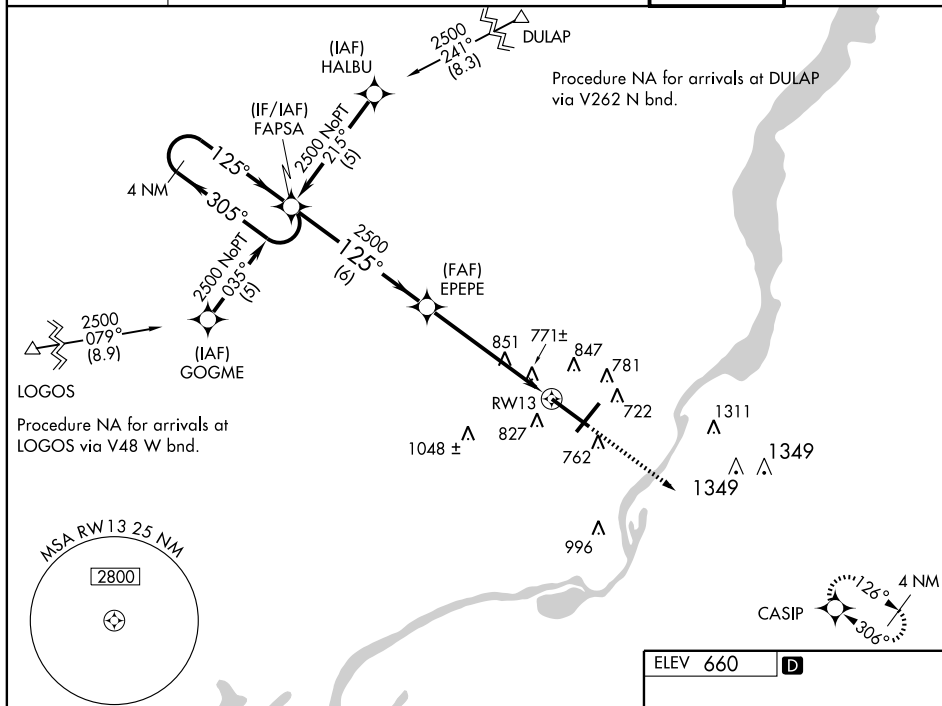
WAAS CH <b>60922</b> <b>W13A</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>632</b> <b>660</b>
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## RNAV (GPS) RWY 13

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

<b>⚠</b>	Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.	MALSR  <b>A5</b>	MISSED APPROACH: Climb to 2400 direct CASIP and hold.
	Baro-VNAV and VDP NA with Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 6000 all Cats and increase LNAV Cats A and B visibility to RVR 5000.		

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
<b>126.10 282.2</b>	<b>125.8 269.2</b> (305°-125°) <b>124.675 326.2</b> (126°-304°)	<b>119.1 252.9</b>	<b>121.85 348.6</b>



4 NM Holding Pattern

FAPSA

EPEPE

2400

CASIP

2500 ← 305°

→ 125°

GS 3.00° TCH 59

VGSI and RNAV glidepath not coincident.

2500

2500

125°

\*1.4 NM to RW13

RW13

\*LNAV only

6 NM

4.2 NM

1.4

CATEGORY	A	B	C	D
LPV DA	1021/40 389 (400-1)			
LNAV/VNAV DA	1079/50 447 (500-1)			
LNAV MDA	1120/40 488 (500-¾)			1120/50 488 (500-1)
CIRCLING	1160-1½ 500 (500-1½)			1220-2 560 (600-2)

125° to RW13

AS

AS

AS

AS

TDZE 632

10104 X 130

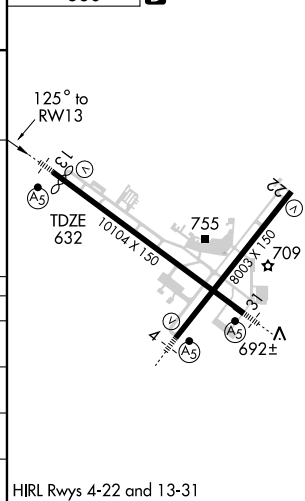
755

9003 X 130

692±

HIRL Rwy 4-22 and 13-31

ELEV 660

**D**

APP CRS	Rwy Idg	<b>8003</b>
<b>218°</b>	TDZE	<b>660</b>
	Apt Elev	<b>660</b>

**RNAV (GPS) RWY 22**

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet.

▲ ASR Increase LNAV/VNAV all Cats. and LNAV Cat. C and D visibility ¼ mile. Baro-VNAV and VDP NA with Logan County altimeter setting.

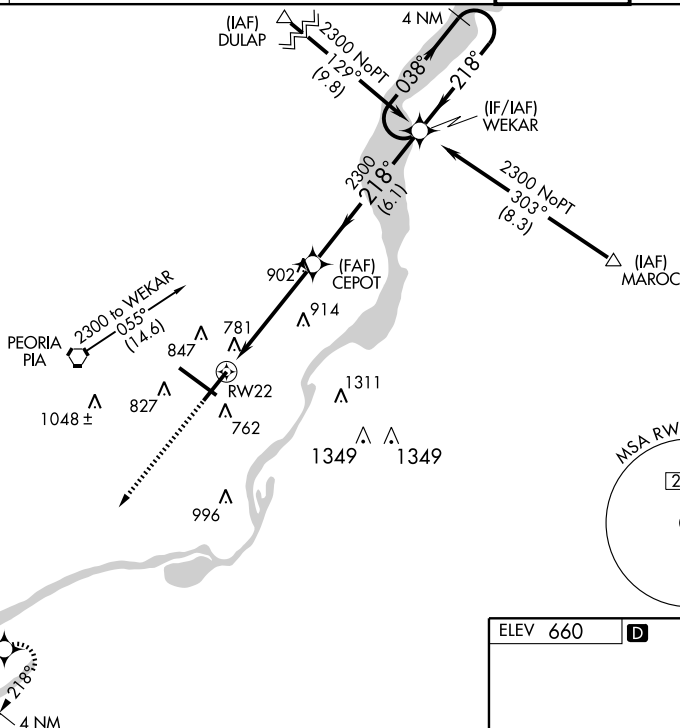
MISSED APPROACH: Climb to 2700 direct SADEE and hold.

ATIS  
**126.10 282.2**

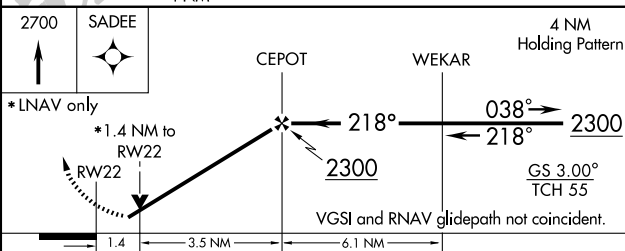
PEORIA APP CON  
**125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)**

PEORIA TOWER  
**119.1 252.9**

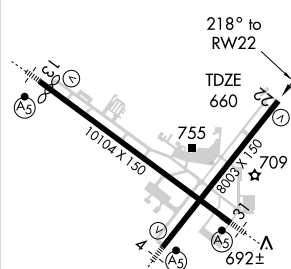
GND CON  
**121.85 348.6**



ELEV 660

**D**

CATEGORY	A	B	C	D
LNAV/VNAV DA	1092-1½ 432 (500-1½)			
LNAV MDA	1160-1 500 (500-1)	1160-1¼ 500 (500-1¼)	1160-1½ 500 (500-1½)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	



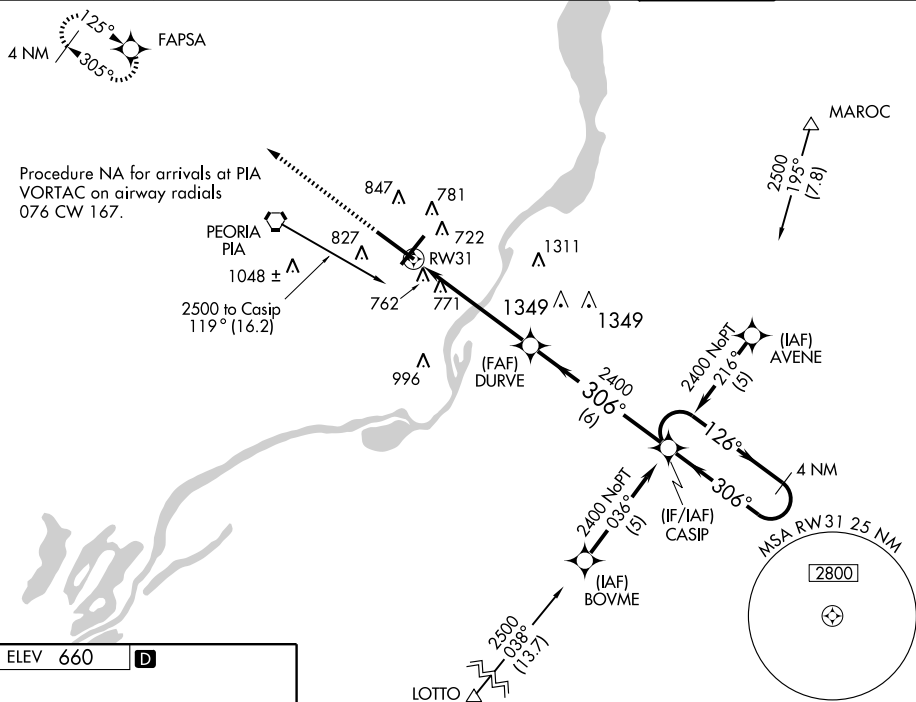
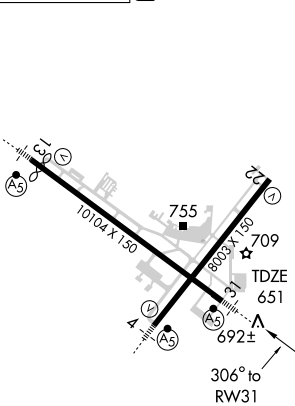
HIRL Rwy 4-22 and 13-31

WAAS CH <b>77509</b> <b>W31A</b>	APP CRS <b>306°</b>	Rwy Idg <b>10104</b> TDZE <b>651</b> Apt Elev <b>660</b>
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## RNAV (GPS) RWY 31

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

	Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV visibility to RVR 5000 all Cats, and LNAV Cat. D visibility to RVR 6000. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.		MALS 	MISSED APPROACH: Climb to 2500 direct FAPSA and hold.
	ATIS <b>126.10 282.2</b>	PEORIA APP CON <b>125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)</b>	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>

ELEV 660 **D**

	2500	FAPSA		4 NM Holding Pattern
	* LNAV only			
		* 1.1 NM to RW31		
		DURVE	CASIP	
				126° → 2400
				← 306°
				GS 3.00° TCH 55
		1.1	4.2 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	940/24 289 (300-½)			
LNAV/VNAV DA	1123/60 472 (500-1½)			
LNAV MDA	1040/24 389 (400-½)			1040/50 389 (400-1)
CIRCLING	1160-1¾ 500 (500-1¾)			1220-2 560 (600-2)

HIRL Rwy 4-22 and 13-31

PEORIA, ILLINOIS

Amdt 1 10098

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

40° 40' N - 89° 42' W

RNAV (GPS) RWY 31

VORTAC PIA <b>115.2</b> Chan <b>99</b>	APP CRS <b>281°</b>	Rwy Idg <b>10104</b> TDZE <b>651</b> Apt Elev <b>660</b>
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# VOR/DME or TACAN RWY 31

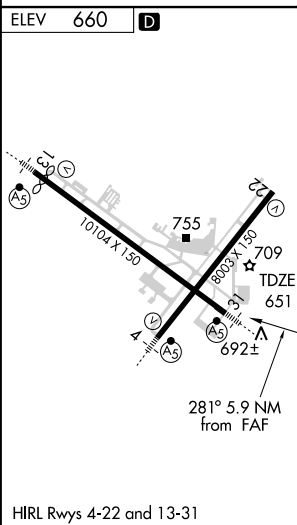
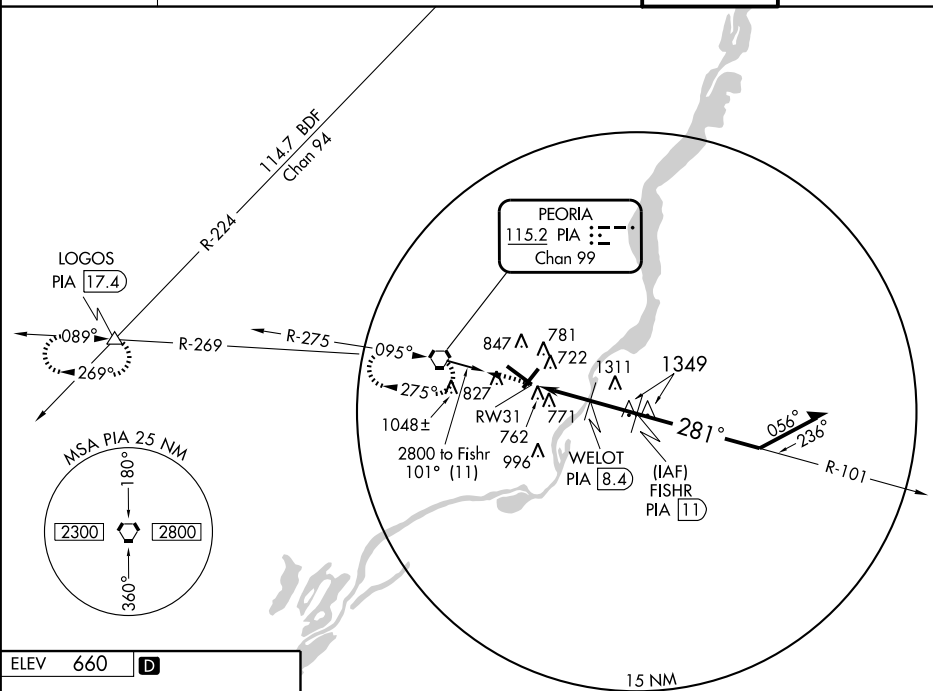
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. VDP NA when using Logan County altimeter setting. Inoperative table does not apply.



MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS <b>126.10 282.2</b>	PEORIA APP CON <b>125.8 269.2</b> (305°-125°) <b>124.675 326.2</b> (126°-304°)	PEORIA TOWER <b>119.1 252.9</b>	GND CON <b>121.85 348.6</b>
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2800 ↑	PIA 115.2				

VORTAC PIA <b><u>115.2</u></b> Chan <b>99</b>	APP CRS <b>093°</b>	Rwy Idg <b>9500</b> TDZE <b>632</b> Apt Elev <b>660</b>
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VOR or TACAN RWY 13  
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

**T** Inoperative table does not apply.



**MISSED APPROACH:** Climbing right turn to 2400 direct PI LOM and hold.

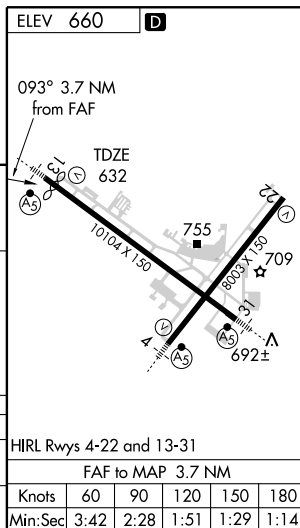
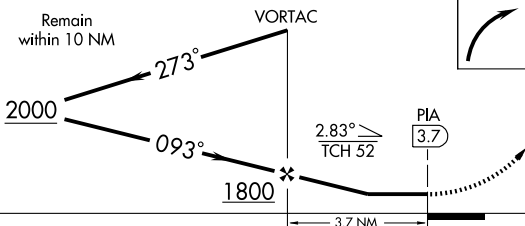
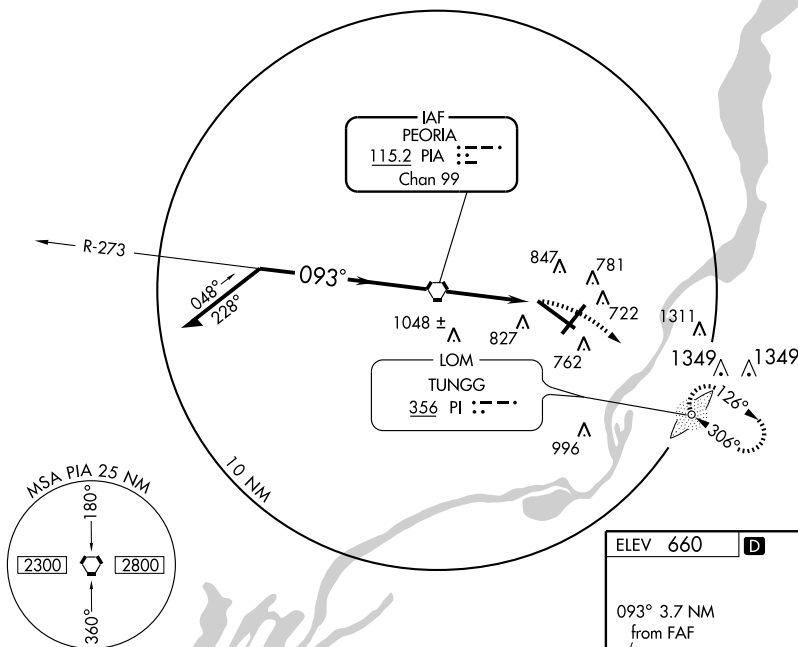
ATIS  
126.10 282.2

PEORIA APP CON  
**125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)**

PEORIA TOWER  
**119.1 252.9**

GND CON  
121.85 348.6

## ADF REQUIRED



PEORIA, ILLINOIS  
Amdt 23B 10098

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)  
40° 40'N-89° 42'W

VOR or TACAN RWY 13

**MOUNT HAWLEY AUXILIARY** (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

CHICAGO

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

L-27C

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

IAP

RWY 18: Tree.

RWY 36: REIL, VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

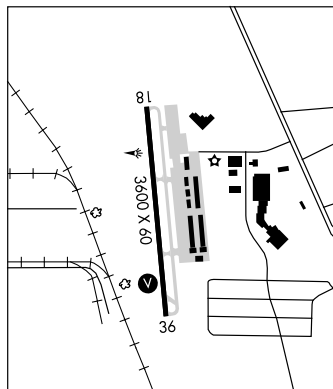
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.

**RAINBOW HELIPORT** (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

CHICAGO

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

**PEOTONE** N41°16.18' W87°47.46' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

L-28H

RCO 122.05R 113.2T (KANKAKEE RADIO)

**PERCIVAL SPRINGS** (See WATSON)**PERU****ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (VYS) 1 E UTC-6(-5DT)

CHICAGO

N41°21.11' W89°09.19'

H-5D, L-28H

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

IAP

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole.

RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri

1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

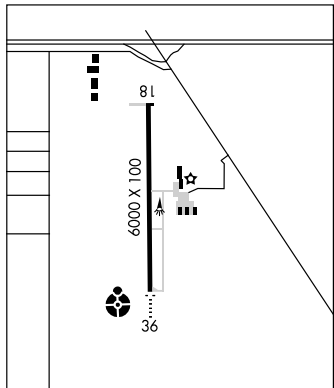
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/0E.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.

**PIATT CO** (See MONTICELLO)

LOC/DME I-PYU  
**110.35**  
Chan **40** (Y)

APP CRS  
**360°**

Rwy Idg  
TDZE  
Apt Elev

**6000**  
**648**  
**654**

PERU/  
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

**LOC RWY 36**

VDP NA when using Marshall County altimeter setting.  
If local altimeter setting not received, use Marshall  
County altimeter setting and increase all MDAs 80 feet.

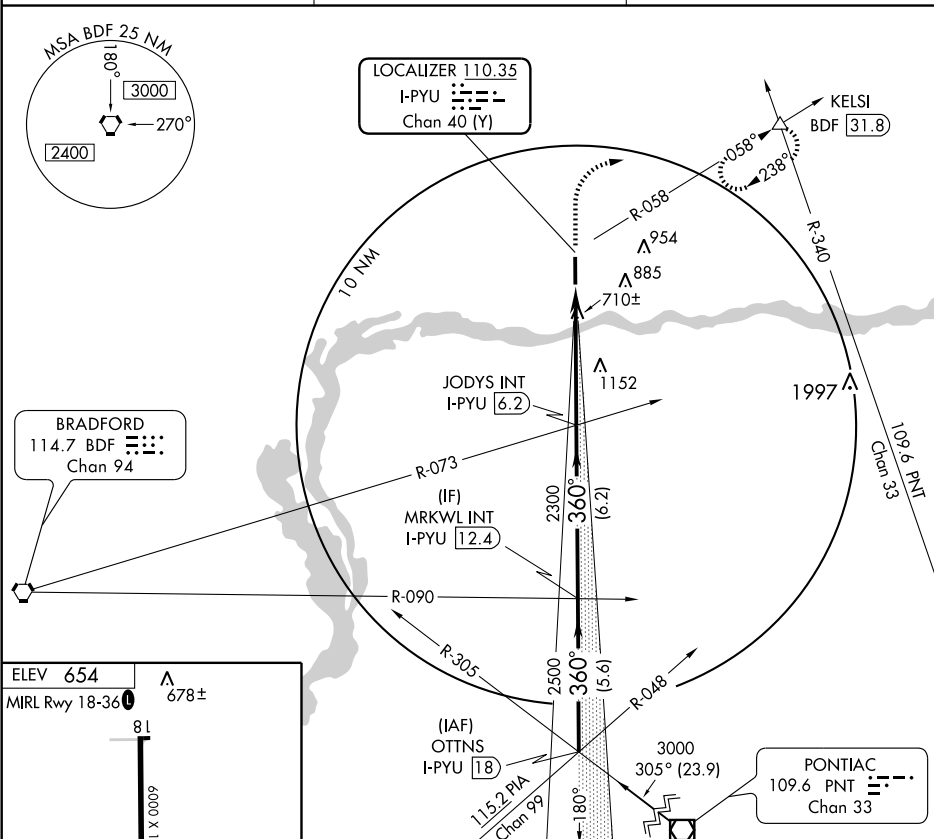


MISSED APPROACH: Climb to 1100 then climbing  
right turn to 3000 via heading 059° and BDF  
R-058 to KELSI Int/BDF 31.8 DME and hold.

AWOS-3  
**120.025**

CHICAGO CENTER  
**123.75 354.0**

UNICOM  
**123.0 (CTAF) 0**



ELEV **654**  
MIRL Rwy 18-36 **0**  
81  
6000 X 100  
TDZE **648**  
360° 5 NM from FAF  
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1100	3000	BDF	KELSI	MRKWL INT	OTTNS INT
↑	HDG 059°	R-058	△	I-PYU 12.4	I-PYU 18
360°	2300	2500	3000	360°	3000
1.2	2.2	6.2	12.4	18	18
1 NM	4 NM	6.2 NM	5.6 NM		
CATEGORY	A	B	C	D	
S-36	1020-3/4	372 (400-3/4)		1020-1 1/4	372 (400-1 1/4)
CIRCLING	1060-1	1160-1	1160-1 1/2	1240-2	586 (600-2)
	406 (500-1)	506 (600-1)	506 (600-1 1/2)		

APP CRS	Rwy ldg	<b>6000</b>
<b>180°</b>	TDZE	<b>654</b>
	Apt Elev	<b>654</b>

**RNAV (GPS) RWY 18**

PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

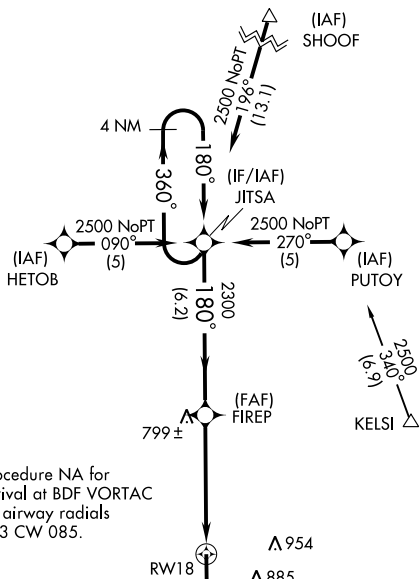
- ▼ If local altimeter setting not received, use Marshall County altimeter setting and increase all MDAs 80'. DME/DME RNP-0.3 NA.  
 ▲ VDP NA when using Marshall County altimeter setting.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

AWOS-3  
**120.025**

CHICAGO CENTER  
**123.75 354.0**

UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrival at BDF VORTAC on airway radials 003 CW 085.

Procedure NA for arrival at KELSI via V38 eastbound.

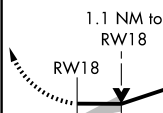
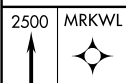
ELEV 654

180° to RW18  
Λ 678±

TDZE 654  
6000 X 100

36

MIRL Rwy 18-36 0



FIREP

2300

JITSA

4 NM Holding Pattern

360° →  
← 180° 2500

CATEGORY	A	B	C	D
LNAV MDA	1060-1	406 (500-1)	1060-1¼	406 (500-1¼)
CIRCLING	1060-1 406 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)



APP CRS **360°**  
Rwy ldg **6000**  
TDZE **648**  
Apt Elev **654**

# RNAV (GPS) RWY 36

PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

**V** If local altimeter setting not received, use Marshall County altimeter setting and increase all MDAs 80'. DME/DME RNP-0.3 NA.  
**A** VDP NA when using Marshall County altimeter setting.

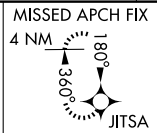
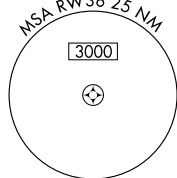
ODALS

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

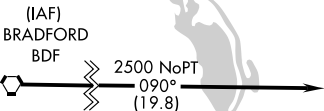
AWOS-3  
**120.025**

CHICAGO CENTER  
**123.75 354.0**

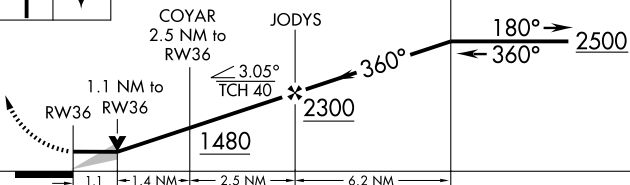
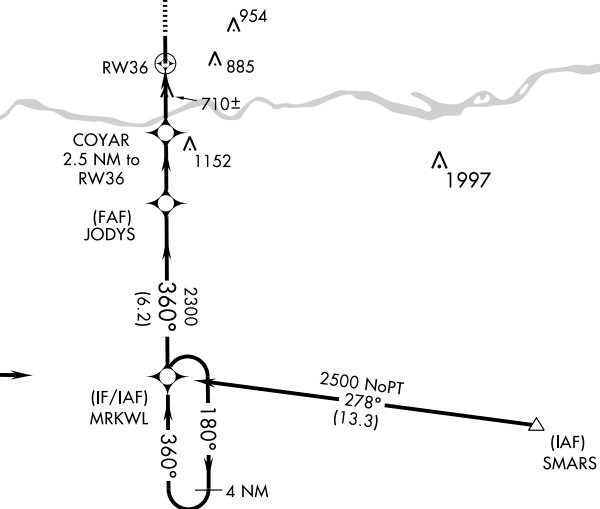
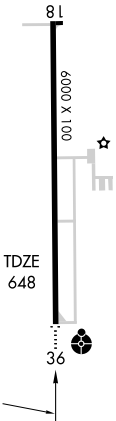
UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrivals at BDF VORTAC on airway radials 058 CW 093.



ELEV **654** MIRL Rwy 18-36 **0**  
**A** 678±



CATEGORY	A	B	C	D
LNVA MDA	1020-3/4	372 (400-3/4)	1020-1/4	372 (400-1/4)
CIRCLING	1060-1 406 (500-1)	1160-1 506 (600-1)	1160-1 1/2 506 (600-1 1/2)	1240-2 586 (600-2)

**PINCKNEYVILLE—DU QUOIN** (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'

400 B FUEL 100LL TPA—1200(800) NOTAM FILE STL

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.

RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

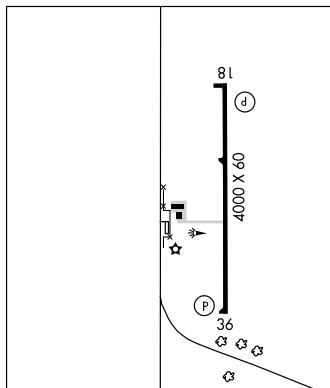
**AIRPORT REMARKS:** Attended irregularly. For service call acct maintenance, 618-443-2002. Wildlife on and in/ovf arpt.

Ultralight activity on and in/ovf arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) KANSAS CITY CENTER APP/DEP CON** 125.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20' W89°09.54' 196° 28.2 NM to fld. 546/4E.

HIWAS.



**ST LOUIS**  
L-16H  
IAP

**PITTSFIELD PENSTONE MUNI** (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'

710 B FUEL 100LL JET A TPA—1510(800) NOTAM FILE PPQ

RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW

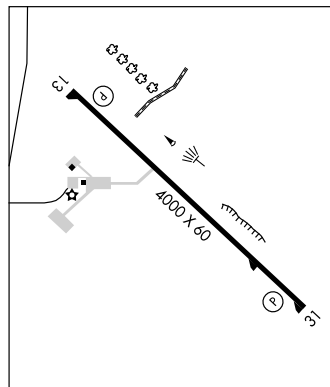
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (217) 285-1428.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 135.525**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

**QUINCY (L) VORTAC** 113.6 UIN Chan 83 N39°50.87' W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



**ST LOUIS**  
L-27B  
IAP

**POLO** N41°57.94' W89°31.45' NOTAM FILE IKK.

(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni—Charles R. Walgreen Fld. 840/3E.

HIWAS.

RCO 122.1R 111.2T (KANKAKEE RADIO)

**CHICAGO**  
L-28H

APP CRS **181°**  
 Rwy ldg **4000**  
 TDZE **400**  
 Apt Elev **400**

**RNAV (GPS) RWY 18**  
 PINCKNEYVILLE-DU QUOIN (PJY)

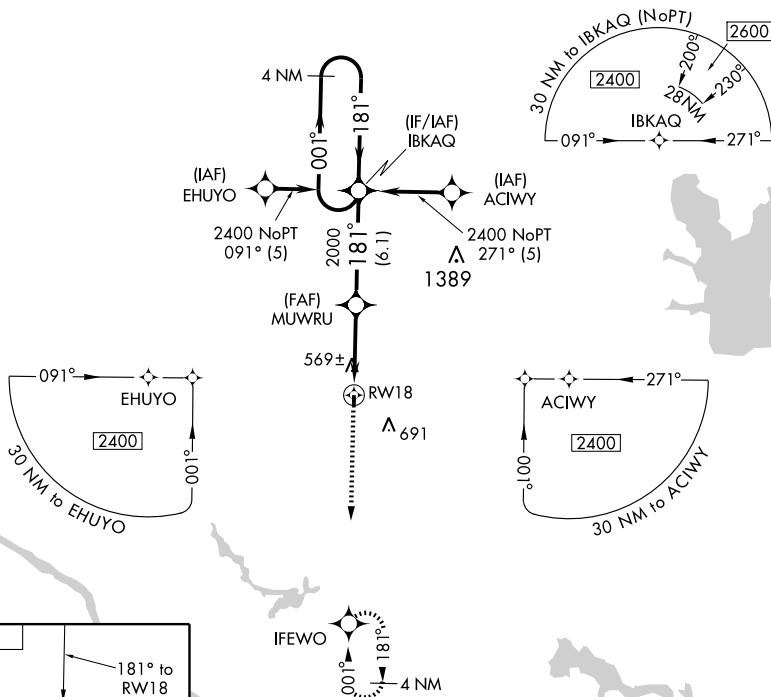


Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

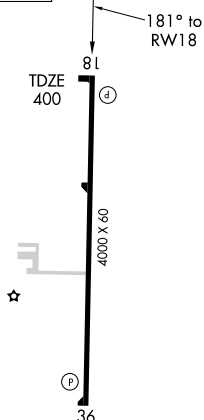
MISSED APPROACH: Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER  
**125.3 269.5**

UNICOM  
**122.8 (CTAF)**



ELEV 400



MIRL Rwy 18-36

CATEGORY	A		B		C		D	
	860-1		460 (500-1)		860-1¼ 460 (500-1¼)		860-1½ 460 (500-1½)	
CIRCLING	920-1		520 (600-1)		920-1½ 520 (600-1½)		1080-2¼ 680 (700-2¼)	



**PINCKNEYVILLE—DU QUOIN** (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'

400 B FUEL 100LL TPA—1200(800) NOTAM FILE STL

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.

RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

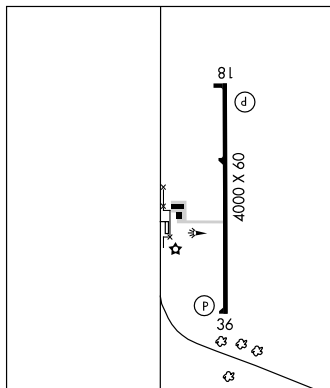
**AIRPORT REMARKS:** Attended irregularly. For service call acct maintenance, 618-443-2002. Wildlife on and in/ovf arpt.

Ultralight activity on and in/ovf arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) KANSAS CITY CENTER APP/DEP CON** 125.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20' W89°09.54' 196° 28.2 NM to fld. 546/4E.

HIWAS.



**ST LOUIS**  
L-16H  
IAP

**PITTSFIELD PENSTONE MUNI** (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'

710 B FUEL 100LL, JET A TPA—1510(800) NOTAM FILE PPQ

RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW

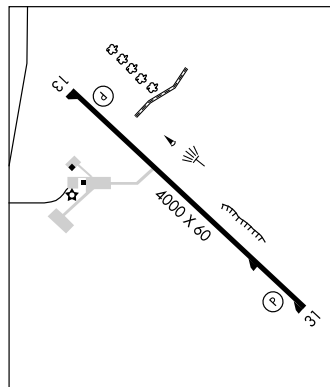
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (217) 285-1428.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 135.525**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

**QUINCY (L) VORTAC** 113.6 UIN Chan 83 N39°50.87' W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



**ST LOUIS**  
L-27B  
IAP

**POLO** N41°57.94' W89°31.45' NOTAM FILE IKK.

(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni—Charles R. Walgreen Fld. 840/3E.

HIWAS.

RCO 122.1R 111.2T (KANKAKEE RADIO)

**CHICAGO**  
L-28H

APP CRS  
**133°**

Rwy ldg **4000**  
TDZE **710**  
Apt Elev **710**

# RNAV (GPS) RWY 13

PITTSFIELD PENSTONE MUNI (PPQ)

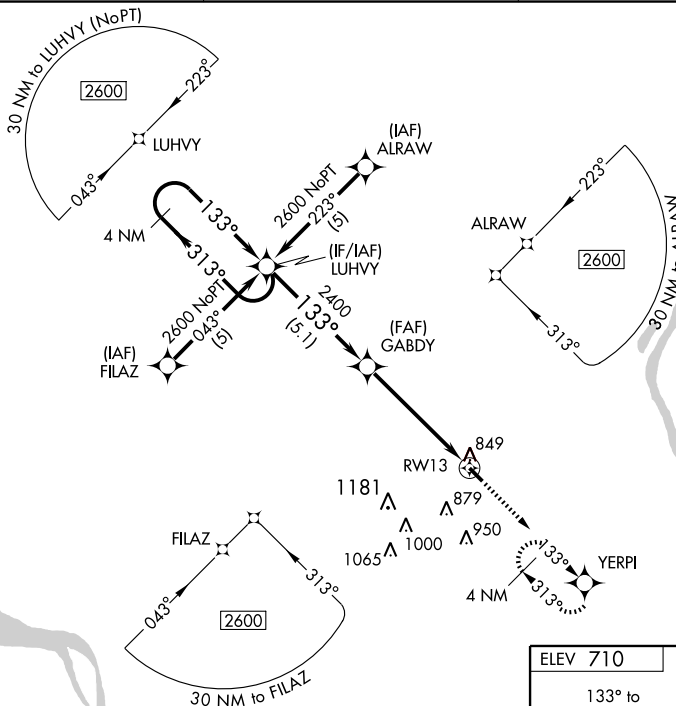
Baro-VNAV NA below -16°C (3°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 133° course to YERPI  
WP and hold.

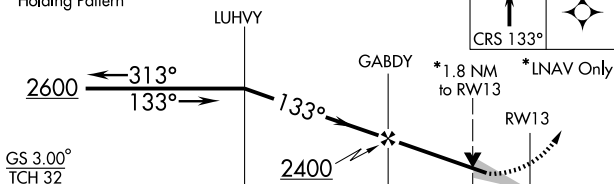
AWOS-3  
**118.525**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**

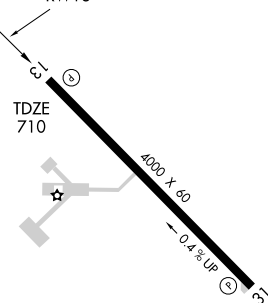


4 NM  
Holding Pattern



ELEV 710

133° to  
RW13



CATEGORY	A	B	C	D
GLS PA DA	NA			NA
LNAV/VNAV DA	1168-1 $\frac{3}{4}$ 458 (500-1 $\frac{3}{4}$ )			NA
LNAV MDA	1300-1 590 (600-1)	1300-1 $\frac{1}{2}$ 590 (600-1 $\frac{1}{2}$ )	1300-1 $\frac{1}{2}$ 590 (600-1 $\frac{1}{2}$ )	NA
CIRCLING	1300-1 590 (600-1)	1300-1 $\frac{1}{2}$ 590 (600-1 $\frac{1}{2}$ )	1300-1 $\frac{1}{2}$ 590 (600-1 $\frac{1}{2}$ )	NA

MIRL Rwy 13-31 0

APP CRS **313°**  
Rwy Idg **4000**  
TDZE **710**  
Apt Elev **710**

# RNAV (GPS) RWY 31

PITTSFIELD PENSTONE MUNI (PPQ)



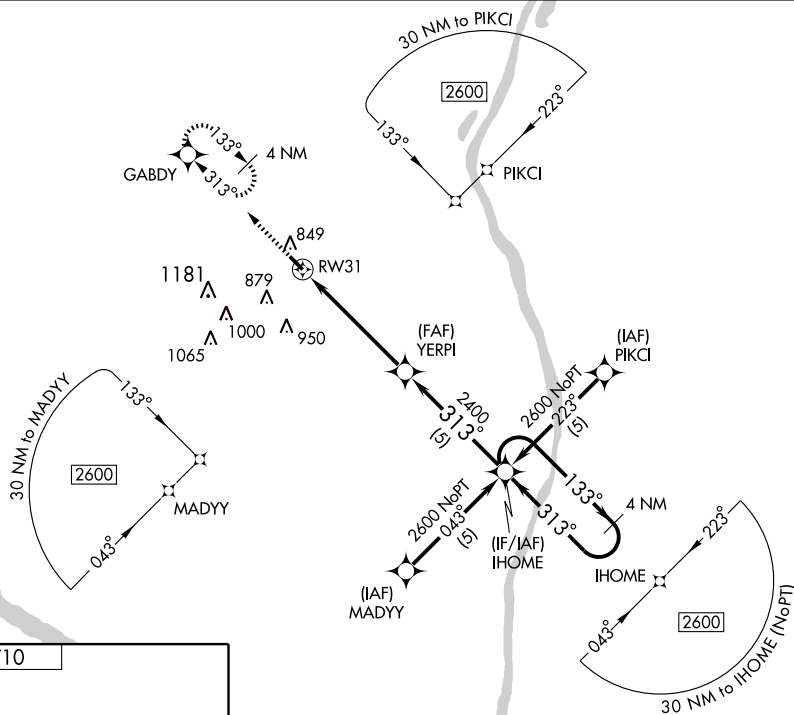
Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 Required. DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.

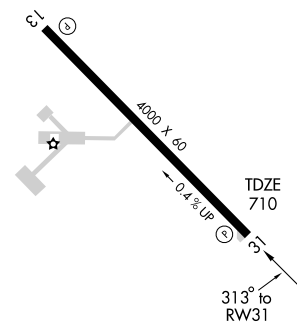
AWOS-3  
**118.525**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**



ELEV 710



2600 GABDY CRS 313°		4 NM Holding Pattern	
*LNAV Only		IHOME	
*1.2 NM to RW31		YERPI	
RW31		313°	
1.2		2400	
4 NM		133°	
5 NM		2600	
CATEGORY		A	
GLS PA DA		B	
LNAV/VNAV DA		C	
LNAV MDA		D	
CIRCLING		NA	
1160-1¼		350 (400-1¼)	
450 (500-1¼)		1160-1½	
		450 (500-1½)	
		NA	

MIRL Rwy 13-31 0

VORTAC UIN <b>113.6</b> Chan <b>83</b>	APP CRS <b>113°</b>	Rwy Idg TDZE Apt Elev <b>710</b>	<b>4000</b> <b>710</b>
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# VOR/DME RWY 13

## PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via  
UIN R-113 to MANCE 21 DME and hold.

AWOS-3  
**118.525**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF)**

△ 1643

IAF  
QUINCY  
113.6 UIN  
Chan 83

KIRTT  
UIN 10

MANCE  
UIN 21

MSA UIN 27 NM

2700 2400

ELEV 710

113° 5 NM  
from FAF

TDZE  
710

MANCE

2400  
UIN R-113  
113.6

MANCE  
UIN 21

3.12°  
TCH 32

UIN 26

4000 x 60  
-0.4% UP

Procedure Turn  
NA

VORTAC

KIRTT  
UIN 10

MANCE  
UIN 21

2400

2400

2400

10 NM

11 NM

5 NM

CATEGORY

A

B

C

D

S-13

1300-1  
590 (600-1)

1300-1¼  
590 (600-1¼)

1300-1½  
590 (600-1½)

NA

CIRCLING

1300-1  
590 (600-1)

1300-1¼  
590 (600-1¼)

1300-1½  
590 (600-1½)

NA

MIRL Rwy 13-31



**PONTIAC MUNI** (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'CHICAGO  
H-5E, L-27C  
IAP

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(P SIL). Pole. RWY 24: PVASI(P SIL).

**AIRPORT REMARKS:** Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

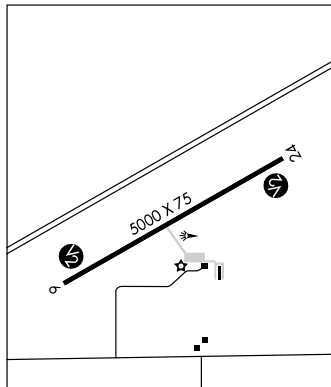
RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'CHICAGO  
L-28H  
IAP

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld dspcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld dspcd 340'. Road. RWY 35: Bldg.

**AIRPORT REMARKS:** Attended SR-SS. Rwy 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

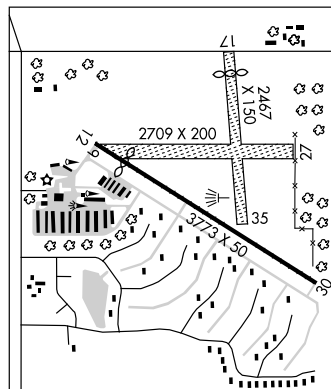
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RFD.

ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

WAAS CH <b>86708</b> <b>W06A</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>657</b> <b>666</b>
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## RNAV (GPS) RWY 6

PONTIAC MUNI (PNT)

<p><b>▼</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase LPV DA to 1138, LNAV/VNAV DA to 1339 and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1 mile all Cats, LNAV and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. Visibility reduction by helicopters NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct KEJDO and hold.</p>
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AWOS-3

**119.675**

CHICAGO CENTER

**124.55 398.9**

UNICOM

**122.8 (CTAF) ①**

Procedure NA for arrivals at SMARS via V9 Northbound.

SMARS

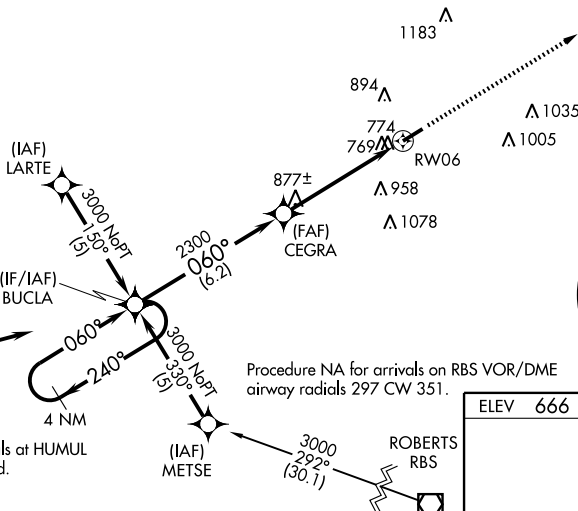
3000  
189°  
(14.1)

△ 1355

4 NM

061°  
241°

KEJDO



Procedure NA for arrivals at HUMUL via V48-586 Westbound.

Procedure NA for arrivals on RBS VOR/DME airway radials 297 CW 351.

ELEV 666

4 NM  
Holding Pattern

BUCLA

3000 ← 240°  
060° →

GS 3.00°  
TCH 40

060°

2300

CEGRA

\*1.1 NM to RWY06  
RWY06

3000 KEJDO  
\*LNAV only

060° to RWY06  
0.3% UP  
5000 Y.75  
TDZE 657

CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/ DA VNAV	1071-1½	414 (500-1½)		NA
LNAV MDA	1040-1	383 (400-1)		NA
CIRCLING	1180-1	514 (600-1)	1200-1½ 534 (600-1½)	NA

MIRL Rwy 6-24 ①

WAAS CH <b>50308</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>666</b> <b>666</b>
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## RNAV (GPS) RWY 24

PONTIAC MUNI (PNT)

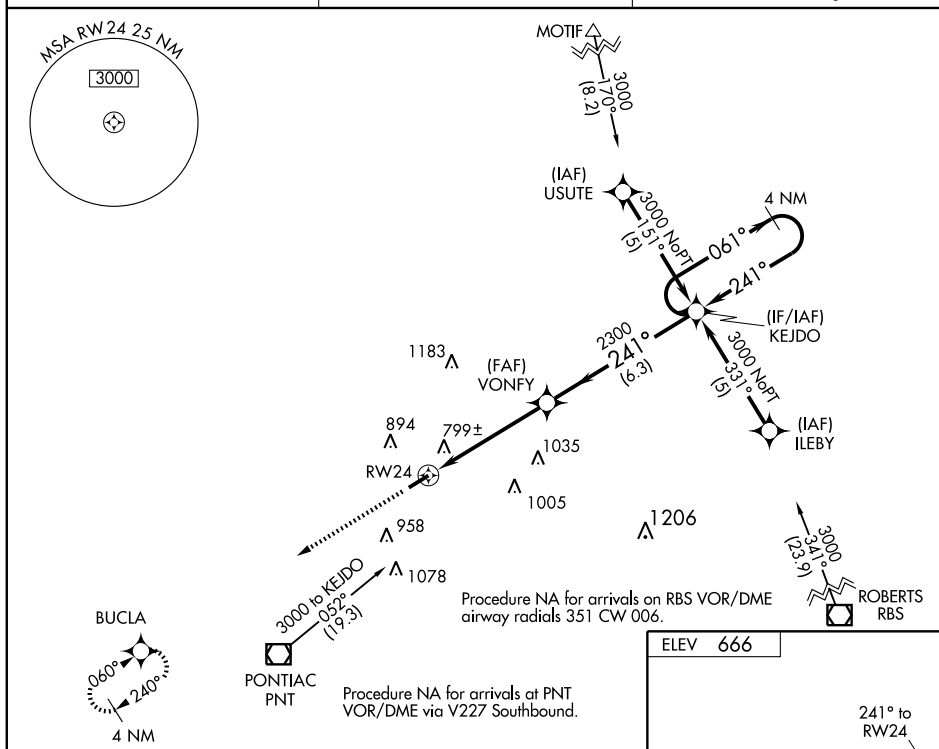
**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
BUCLA and hold.

AWOS-3  
**119.675**

CHICAGO CENTER  
**124.55 398.9**

UNICOM  
**122.8 (CTAF) 0**



3000	BUCLA	KEJDO	4 NM Holding Pattern	3000
*LNAV only	*1.6 NM to RW24	VONFY	241°	2300
RW24	1.6 NM	3.3 NM	6.3 NM	GS 3.00° TCH 35°
CATEGORY	A	B	C	D
LPV DA	916-1	250 (300-1)		NA
LNAV/VNAV DA	1139-1¾	473 (500-1¾)		NA
LNAV MDA	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA
CIRCLING	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 0

VOR/DME PNT  
**109.6**  
 Chan **33**

APP CRS  
**217°**

Rwy Idg  
 TDZE  
 Apt Elev  
**5000**  
**666**  
**666**

# VOR RWY 24

PONTIAC MUNI (PNT)

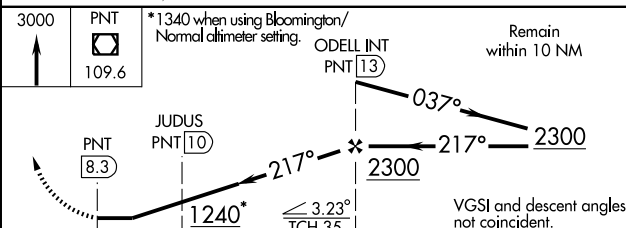
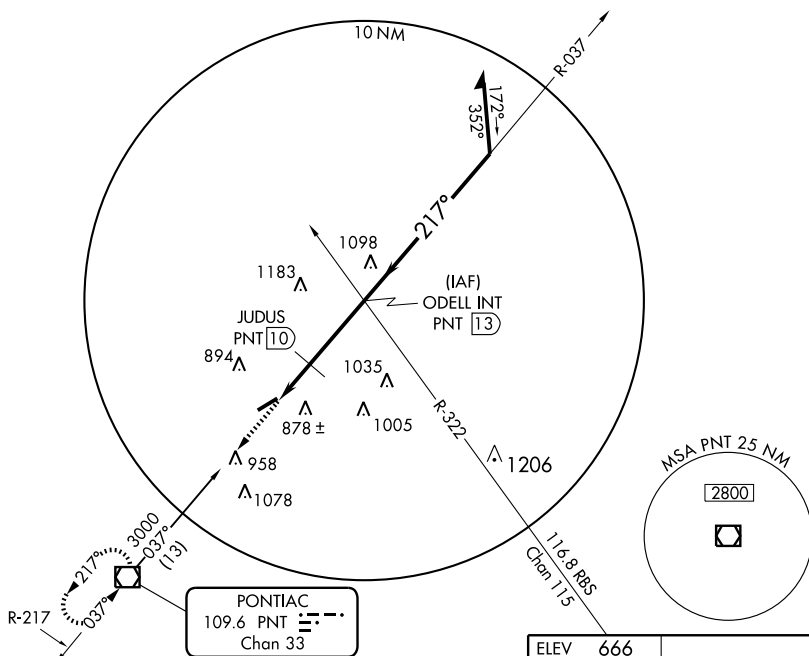
**⚠** When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility ½ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

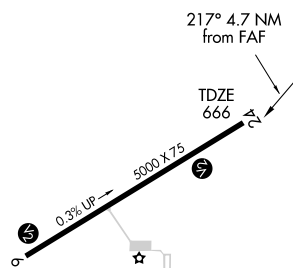
AWOS-3  
**119.675**

CHICAGO CENTER  
**124.55 398.9**

UNICOM  
**122.8 (CTAF) 0**



ELEV **666**



CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
JUDUS FIX MINIMUMS				
S-24	1140-1	474 (500-1)	1140-1¼ 474 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 0

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

**PONTIAC MUNI** (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'CHICAGO  
H-5E, L-27C  
IAP

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(P SIL). Pole. RWY 24: PVASI(P SIL).

**AIRPORT REMARKS:** Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

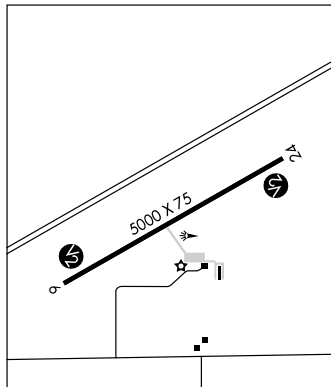
RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'CHICAGO  
L-28H  
IAP

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld dsplcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld dsplcd 340'. Road. RWY 35: Bldg.

**AIRPORT REMARKS:** Attended SR-SS. Rws 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

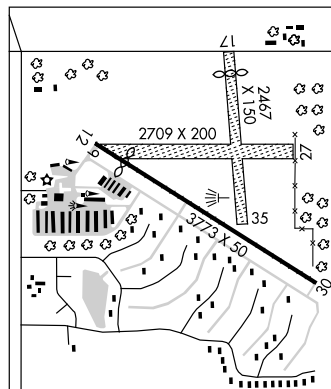
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RFD.

ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

VOR/DME RFD <b>110.8</b> Chn <b>45</b>	APP CRS <b>069°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>856</b>
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VOR-A  
POPLAR GROVE (C77)

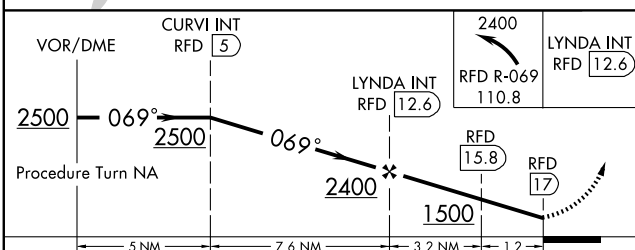
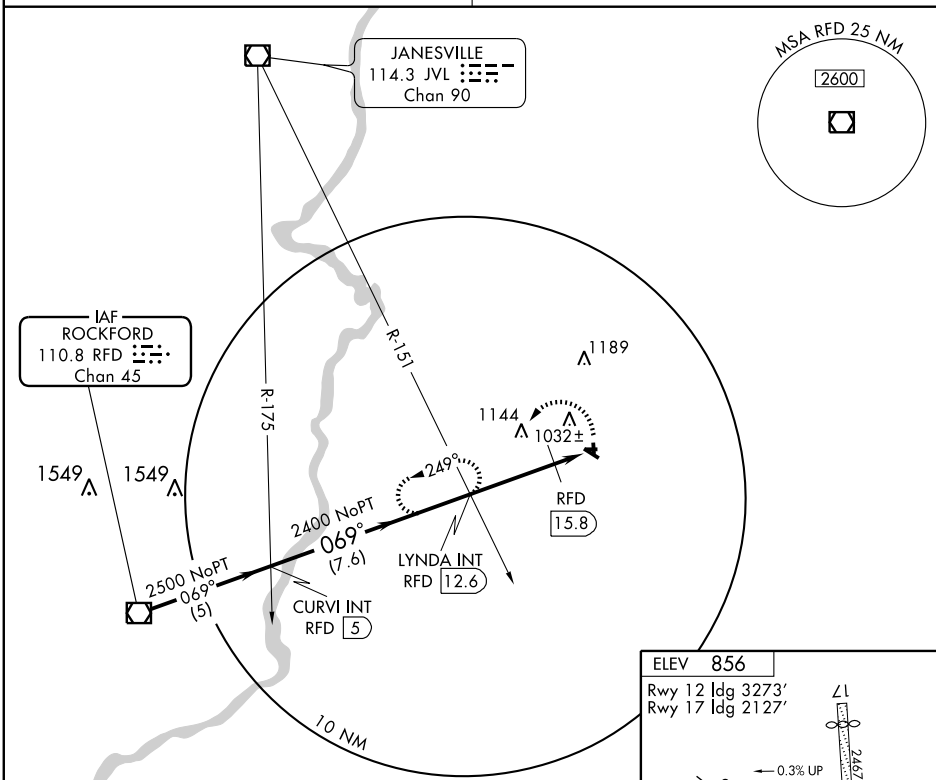
**T**  
**A** NA

Use Rockford, IL altimeter setting.

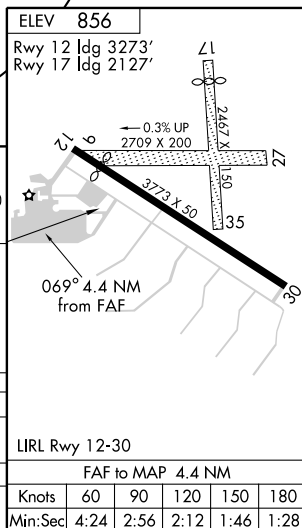
**MISSED APPROACH:** Climbing left turn to 2400  
via RFD R-069 to LYNDIA Int 12.6 DME and hold.

ROCKFORD APP CON  
121.0 327.0

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1500-1 644 (700-1)	1500-1 644 (700-1 3/4)	NA	
DME MINIMUMS				
CIRCLING	1380-1 524 (600-1)	1380-1 524 (600-1 1/2)	NA	



POPLAR GROVE, ILLINOIS  
Orig 05244

POPLAR GROVE (C77)

VOR-A

42°19'N-88°50'W

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

**QUINCY RGNL-BALDWIN FLD** (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL

IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55, 2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121, 2D-150 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)—GA 3.0° TCH 40'. Pole

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

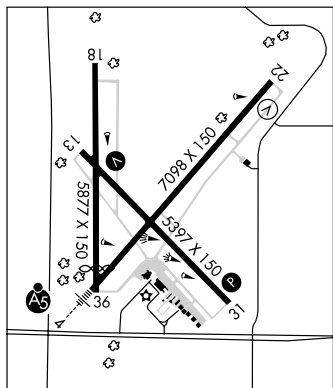
RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400



**AIRPORT REMARKS:** Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ov arpt. Fld conditions are not monitored between the hours of 0400-1030Z†. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

**AIRSPACE:** CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

**RAINBOW HELIPORT** (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

N40°17.61' W88°08.54'

H-5E, L-27C

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

IAP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree.

RWY 36: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

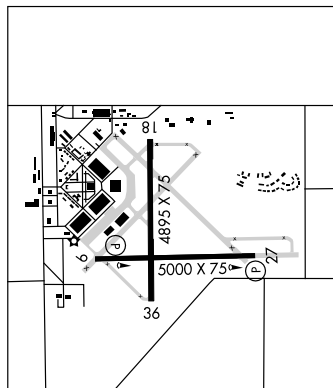
Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 019°16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

LOC I- <u>UIN</u> <b>110.1</b>	APP CRS <b>038°</b>	Rwy Idg <b>7098</b>
	TDZE <b>762</b>	
	Apt Elev <b>769</b>	

# ILS or LOC RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

**NA** For inoperative MALSR, increase S-LOC 4 Cat. D visibility  $\frac{1}{4}$  mile. ADF REQUIRED.



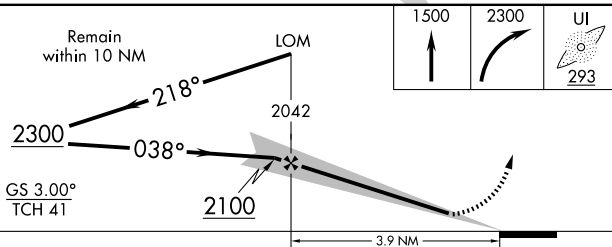
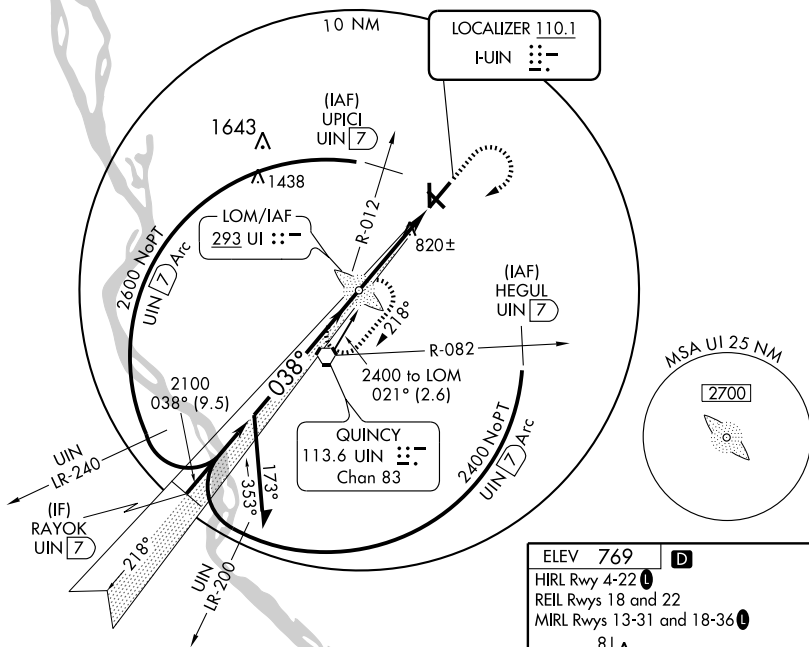
**MISSED APPROACH:** Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.

ASOS  
**121.425**

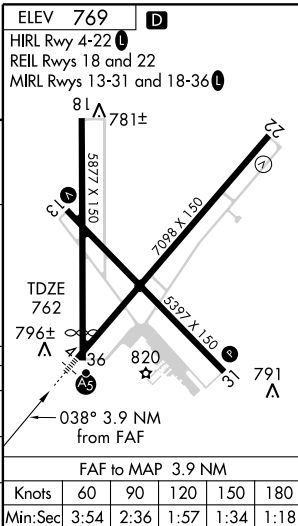
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**

## ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	962- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 4	1080- $\frac{1}{2}$ 318 (400- $\frac{1}{2}$ )			1080- $\frac{3}{4}$ 318 (400- $\frac{3}{4}$ )
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$ )	1320-2 551 (600-2)





LOC I- <u>UIN</u> <b>110.1</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>7098</b> <b>749</b> <b>769</b>
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# LOC/DME BC RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)

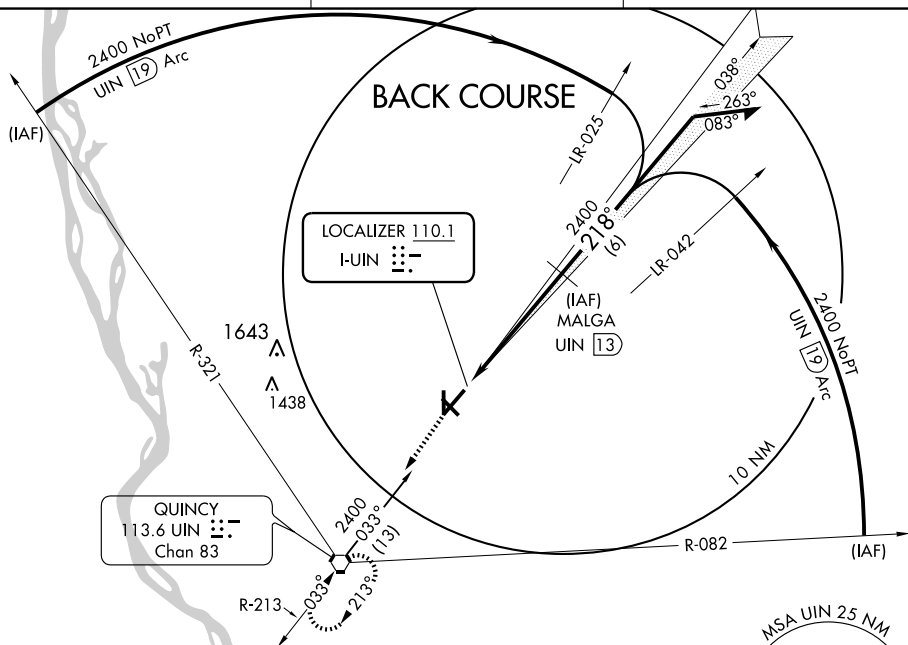
Simultaneous reception of I-UIN and UIN DME Required.  
DME from UIN VORTAC.

MISSED APPROACH: Climb to 2400  
direct UIN VORTAC and hold.

ASOS  
**121.425**

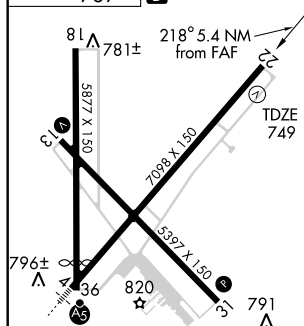
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF)**



ELEV 769

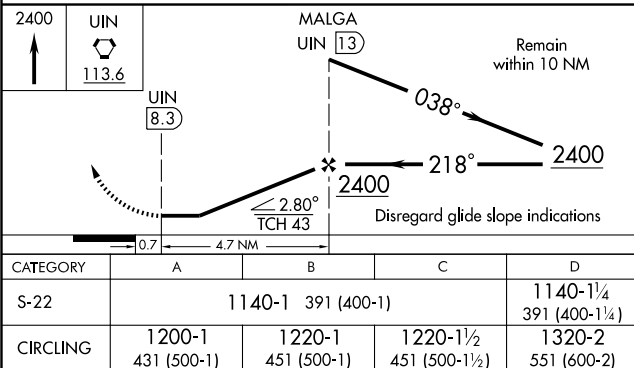
**D**



REIL Rwy 18 and 22

HIRL Rwy 4-22

MIRL Rwy 13-31 and 18-36



QUINCY, ILLINOIS

Amdt 6A 10154

39° 57' N-91° 12' W

QUINCY RGNL-BALDWIN FIELD (UIN)

LOC/DME BC RWY 22

LOM UI <b>293</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>7098</b> <b>762</b> <b>769</b>
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**NDB RWY 4**

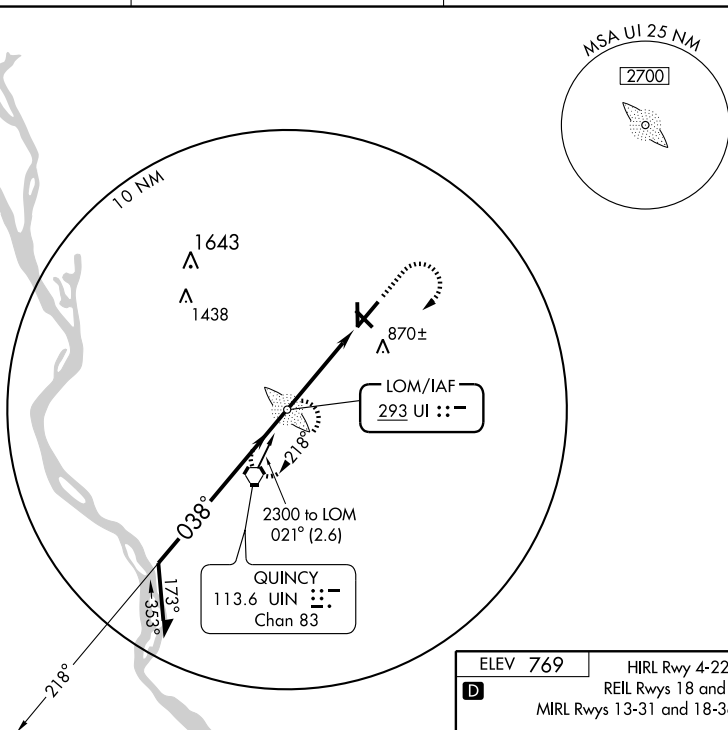
QUINCY RGNL-BALDWIN FIELD (UIN)



MALSR



MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct UI LOM and hold

ASOS  
**121.425**KANSAS CITY CENTER  
**135.525 319.9**UNICOM  
**123.0 (CTAF)**Remain  
within 10 NM**2300****218°**

LOM

**038°****2100**

3.16°

TCH 45

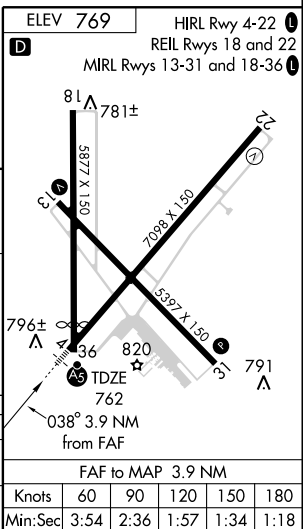
1500

2300

**293**

3.9 NM

CATEGORY	A	B	C	D
S-4	1180-3/4 418 (500-3/4)			1180-1 418 (500-1)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)



EC-3, 26 AUG 2010 to 23 SEP 2010

QUINCY, ILLINOIS

AL-862 (FAA)

WAAS  
CH **53510**  
**W04A**

APP CRS  
**038°**

Rwy Idg  
TDZE **7098**  
Apt Elev **760**  
**769**

**RNAV (GPS) RWY 4**  
QUINCY RGNL-BALDWIN FIELD (UIN)

▼

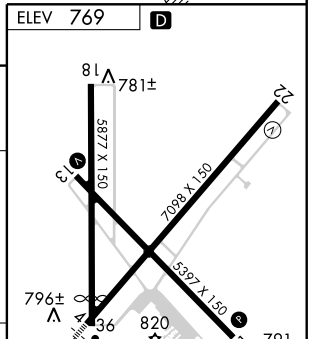
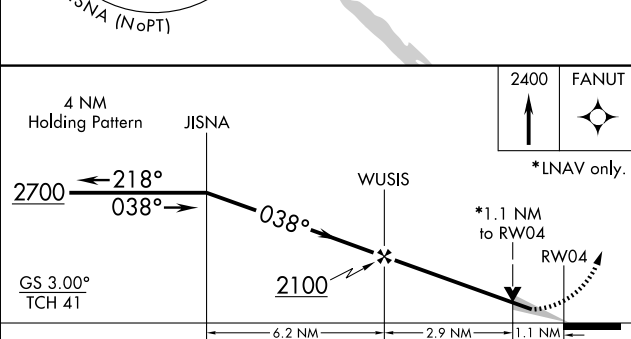
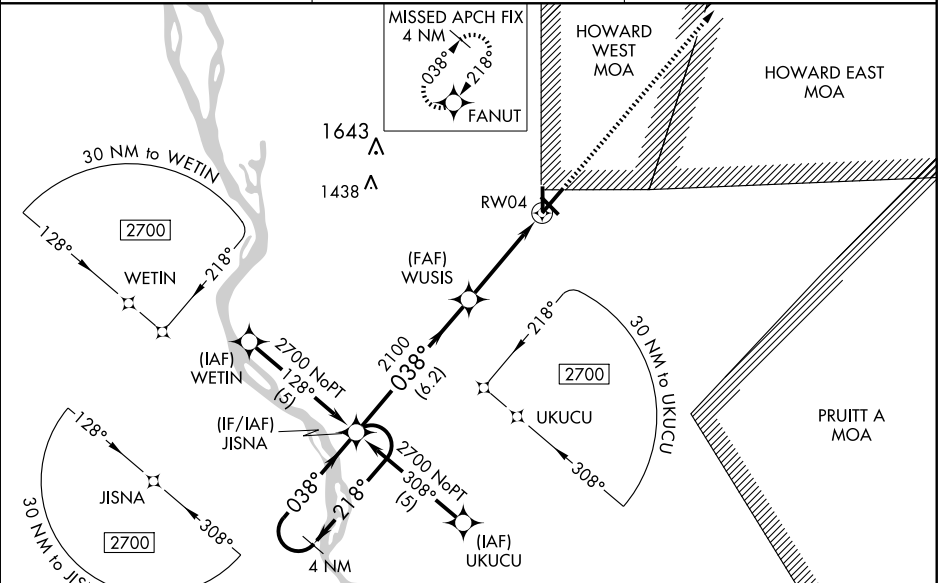
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

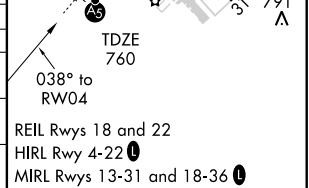
MALSR

MISSED APPROACH:  
Climb to 2400 direct  
FANUT and hold

ASOS <b>121.425</b>	KANSAS CITY CENTER <b>135.525 319.9</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		960-1/2	200 (200-1/2)	
LNAV/VNAV DA		1139-3/4	379 (400-3/4)	
LNAV MDA		1160-1/2	400 (400-1/2)	1160-1 400 (400-1)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)



EC-3, 26 AUG 2010 to 23 SEP 2010

WASIS CH <b>65910</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>5123</b> <b>767</b> <b>769</b>
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# RNAV (GPS) RWY 13

QUINCY RGNL-BALDWIN FIELD (UIN)

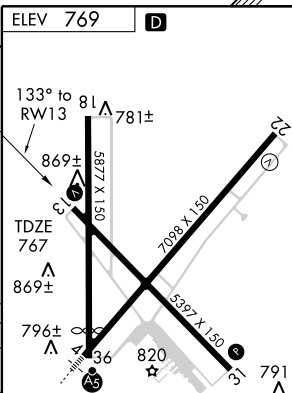
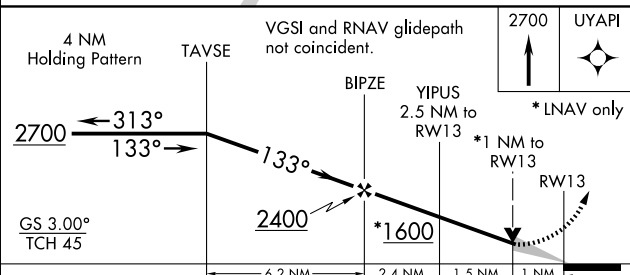
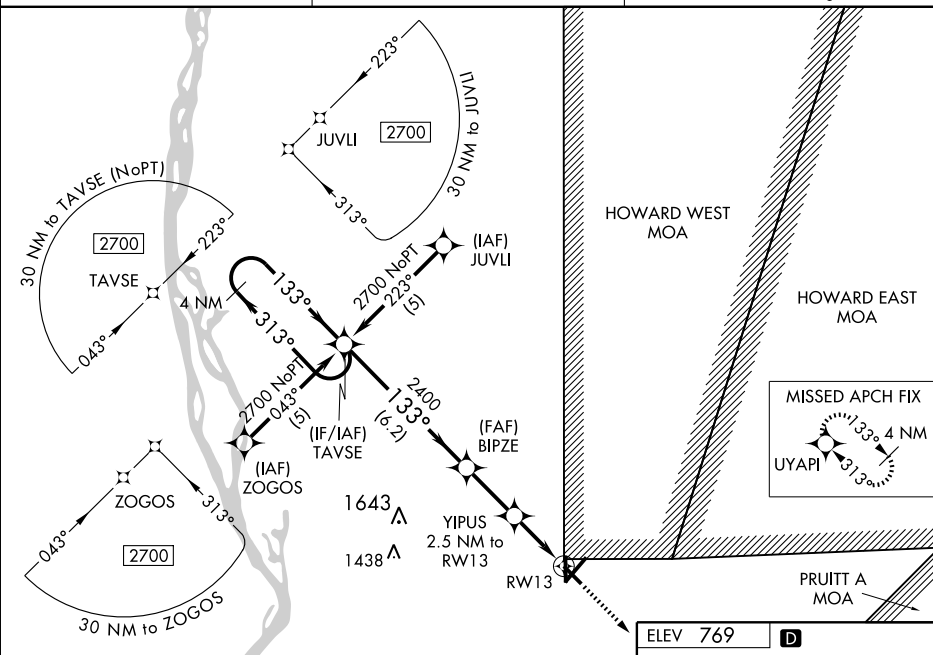
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and **A** LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

**MISSED APPROACH:**  
Climb to 2700 direct UYAPI and hold.

ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1116-1¼	349 (400-1¼)		
LNAV/ VNAV DA	1139-1¼	372 (400-1¼)		
LNAV MDA	1120-1	353 (400-1)	1120-1¼	353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

REIL Rwy 18 and 22  
HIRL Rwy 4-22 0  
MIRL Rwy 13-31 and 18-36 0

WAAS CH <b>56510</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>760</b> <b>769</b>
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# RNAV (GPS) RWY 18

QUINCY RGNL-BALDWIN FIELD (UIN)

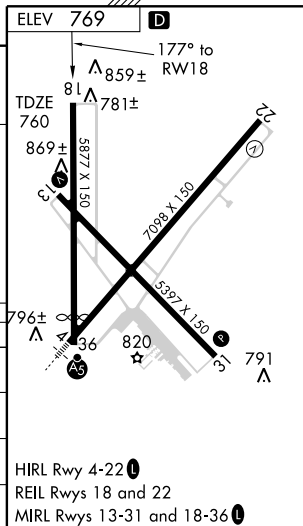
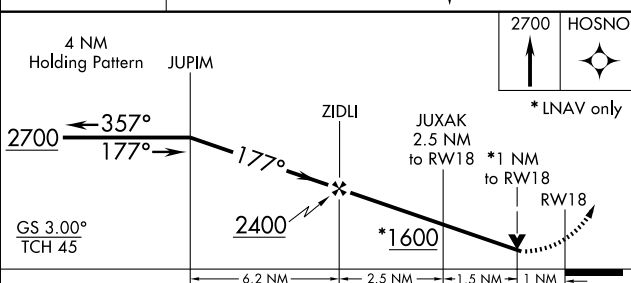
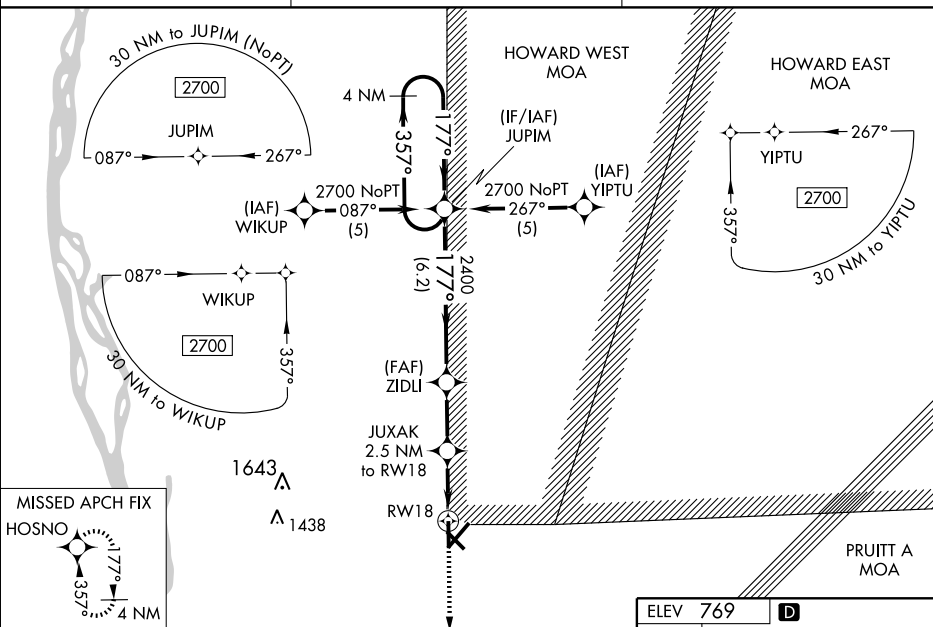
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH:  
Climb to 2700 direct  
HOSNO and hold.

ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



EC-3, 26 AUG 2010 to 23 SEP 2010

QUINCY, ILLINOIS

WAAS  
CH **45705**  
**W22A**

APP CRS  
**218°**

Rwy Idg  
TDZE **749**  
Apt Elev **768**

**7098**  
**749**  
**768**

AL-862 (FAA)

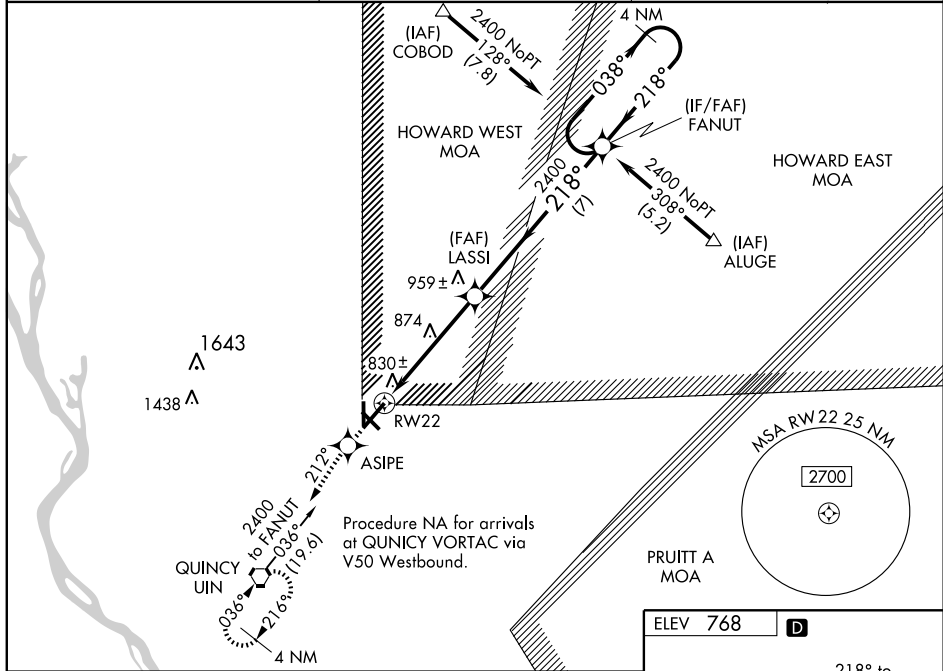
**RNAV (GPS) RWY 22**

QUINCY RGNL-BALDWIN FIELD (UIN)

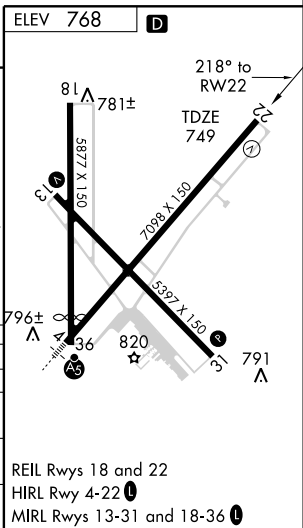
**▼** Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

**MISSED APPROACH:** Climb to 2400 direct ASIFE and via 212° track to UIN VORTAC and hold.

ASOS <b>121.425</b>	KANSAS CITY CENTER <b>135.525 319.9</b>	UNICOM <b>123.0 (CTAF) 0</b>
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2400	ASIFE	212° TRK	UIN
* LNAV only			
* 1.1 NM to RW22			
RW22			
1.1 NM 3.9 NM 7 NM			
CATEGORY	A	B	C
LPV DA	999-1	250 (300-1)	
LNAV/VNAV DA	1161-1½	412 (400-1½)	
LNAV MDA	1140-1	391 (400-1)	
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)



EC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>61210</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>5146</b> <b>769</b> <b>769</b>
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# RNAV (GPS) RWY 31

QUINCY RGNL-BALDWIN FIELD (UIN)

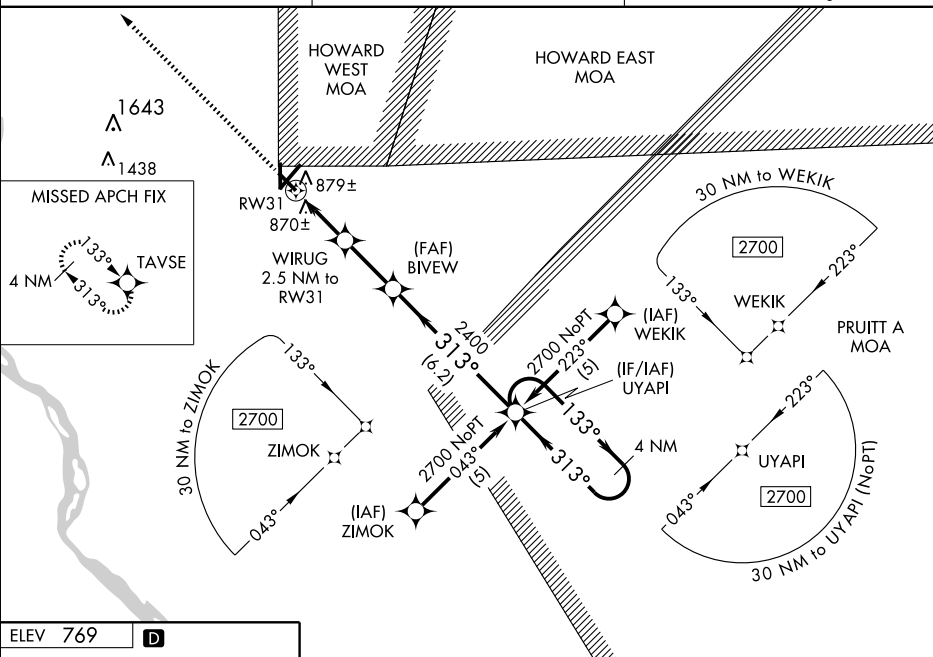
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:  
Climb to 2700 direct  
TAVSE and hold

ASOS  
**121.425**

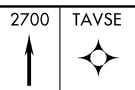
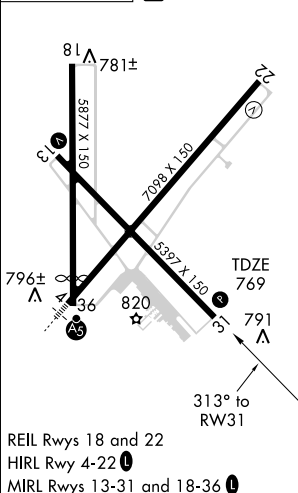
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



ELEV 769

**D**



\* LNAV only

\*1 NM to RW31

WIRUG 2.5 NM to RW31

BIVEW

UYAPI

133°

313°

2700

GS 3.00°

TCH 40

1 NM

1.5 NM

2.4 NM

6.2 NM

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

1057-1

1168-1½

1140-1

1180-1

411 (500-1)

B

288 (300-1)

399 (400-1½)

371 (400-1)

1220-1

451 (500-1)

C

1140-1¼

371 (400-1¼)

1220-1½

451 (500-1½)

D

1320-2

551 (600-2)

WAAS CH <b>97610</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>759</b> <b>769</b>
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# RNAV (GPS) RWY 36

QUINCY RGNL-BALDWIN FIELD (UIN)

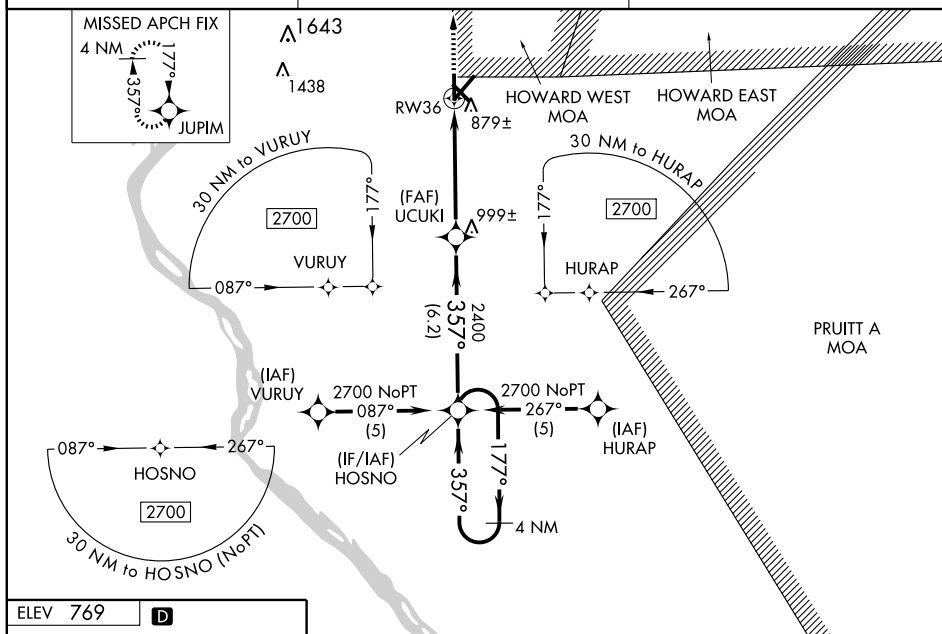
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

**MISSED APPROACH:**  
Climb to 2700 direct JUPIM and hold.

ASOS  
**121.425**

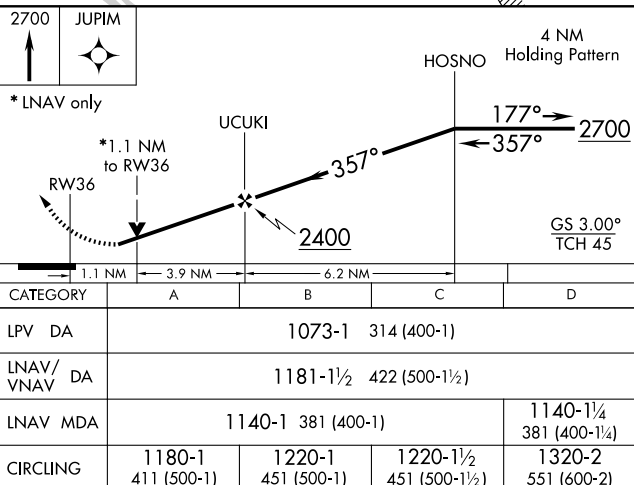
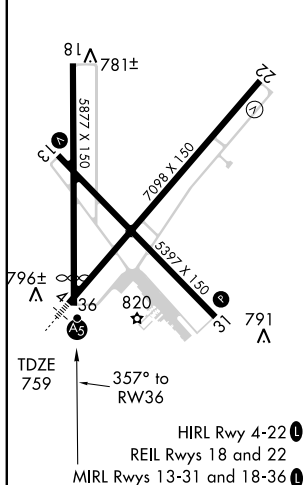
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



ELEV 769

**D**





VORTAC UIN <b>113.6</b> Chan <b>83</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev	<b>7098</b> <b>749</b> <b>768</b>
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# VOR/DME RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)



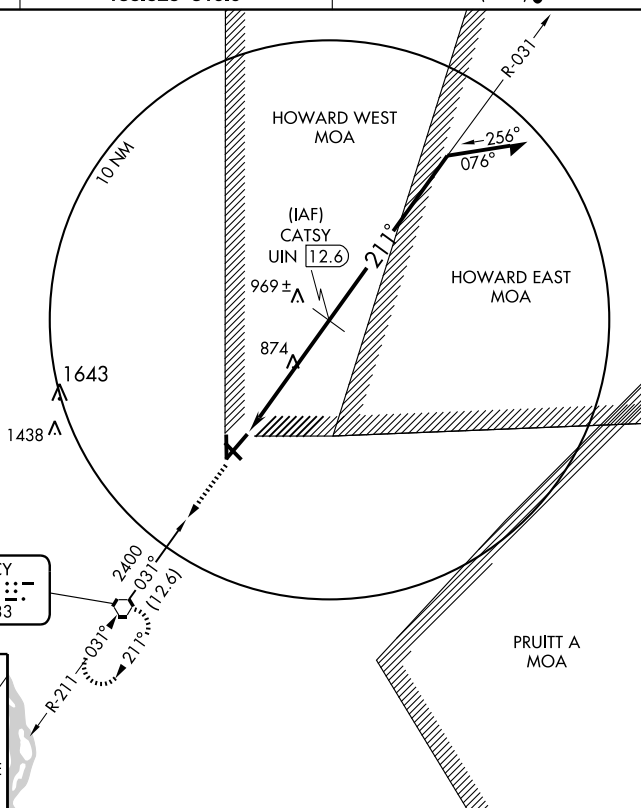
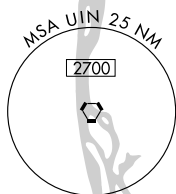
VDP NA when using Pittsfield altimeter setting.  
If local altimeter setting not received, use Pittsfield  
altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2400  
direct UIN VORTAC and hold.

ASOS  
**121.425**

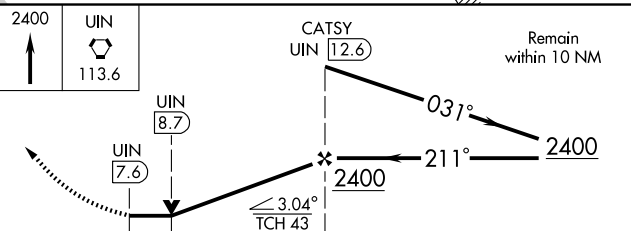
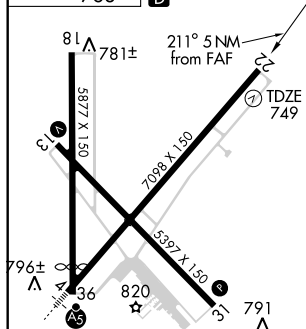
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



QUINCY  
113.6 UIN  
Chan 83

ELEV 768



CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwy 18 and 22  
HIRL Rwy 4-22  
MIRL Rwy 13-31 and 18-36

QUINCY, ILLINOIS

Amdt 8 10154

39°57'N-91°12'W

QUINCY RGNL-BALDWIN FIELD (UIN)

VOR/DME RWY 22

VORTAC UIN <b>113.6</b> Chan <b>83</b>	APP CRS <b>029°</b>	Rwy Idg TDZE Apt Elev	<b>7098</b> <b>760</b> <b>769</b>
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**VOR RWY 4**

QUINCY RGNL-BALDWIN FIELD (UIN)

▼ When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDA 80 feet. Increase S-4 Cat. C, D visibility ¼ mile. VDP NA when using Pittsfield altimeter setting.

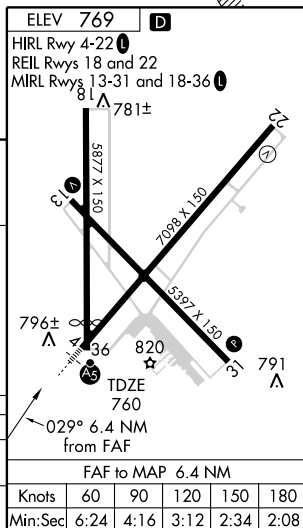
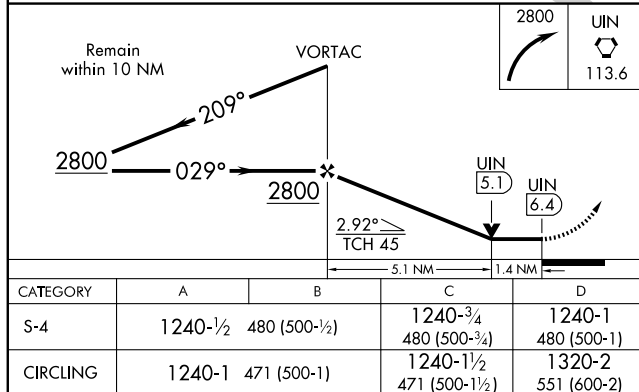
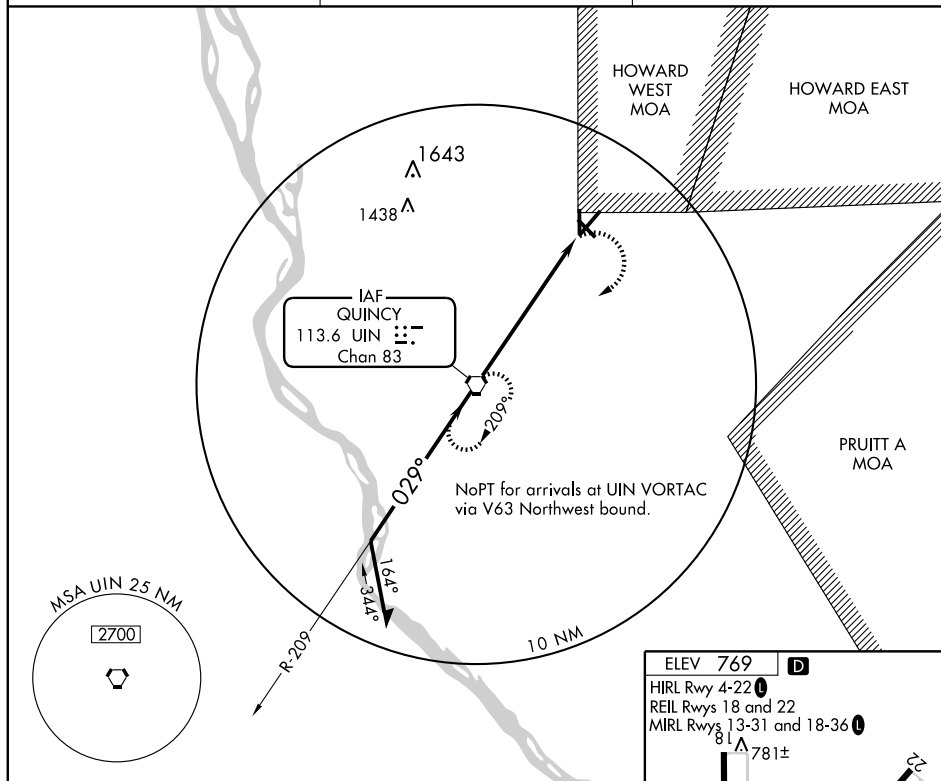


MISSED APPROACH: Climbing right turn to 2800 direct UIN VORTAC and hold.

ASOS  
**121.425**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**123.0 (CTAF) 0**



**QUINCY RGNL-BALDWIN FLD** (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL

IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55, 2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121, 2D-150 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)—GA 3.0° TCH 40'. Pole

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

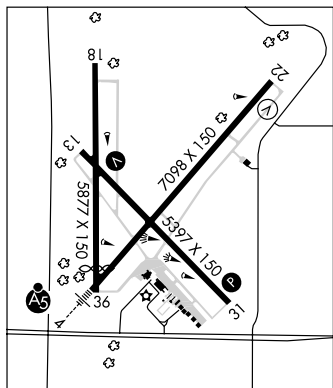
RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400



**AIRPORT REMARKS:** Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ov arpt. Fld conditions are not monitored between the hours of 0400-1030Z†. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

**AIRSPACE:** CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

**RAINBOW HELIPORT** (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

N40°17.61' W88°08.54'

H-5E, L-27C

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

IAP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree.

RWY 36: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF.

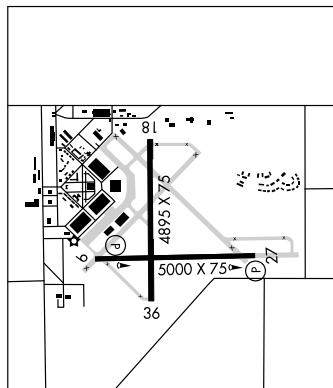
**WEATHER DATA SOURCES:** AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' 019° 16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

APP CRS <b>091°</b>	Rwy ldg TDZE Apt Elev	<b>5000</b> <b>736</b> <b>737</b>
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## RNAV (GPS) RWY 9

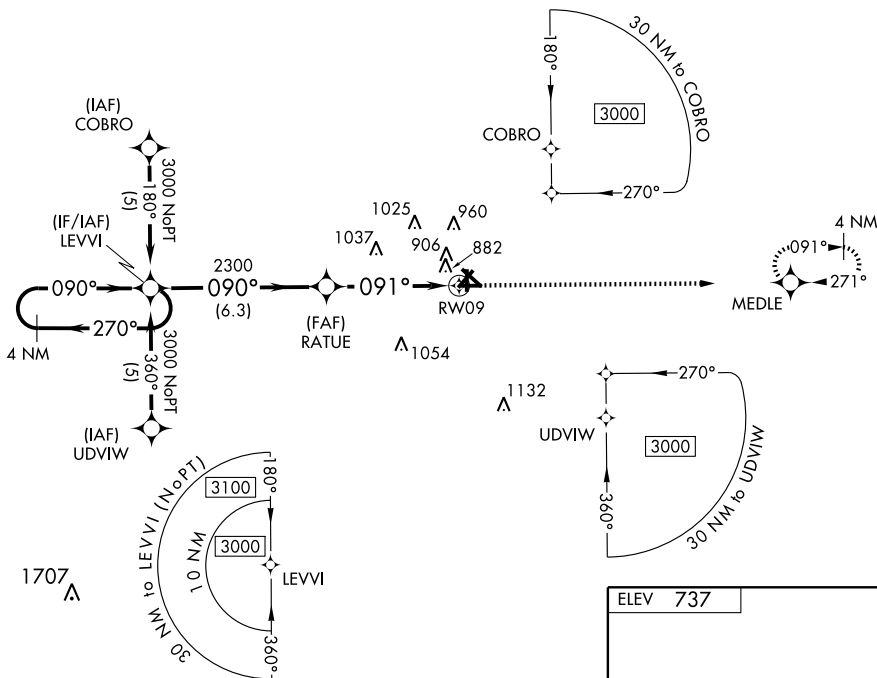
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)



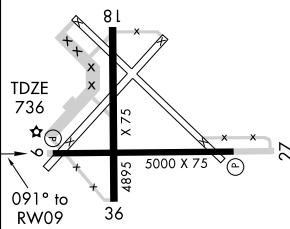
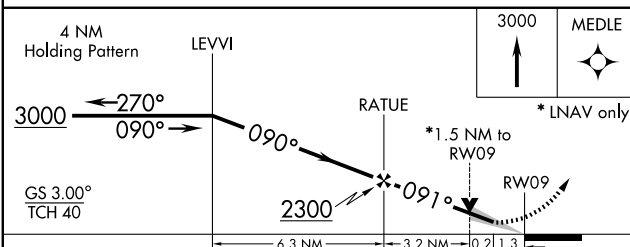
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats and Circling visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
MEDLE and hold.

AWOS-3 <b>119.025</b>	CHAMPAIGN APP CON ★ <b>121.35 285.65</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 737



CATEGORY	A	B	C	D
LNAV/DA	1182-1½ 446 (500-1½)			
LNAV MDA	1260-1 524 (600-1)	1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)	
CIRCLING	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)	

REIL Rwys 9 and 27  
MIRL Rwys 9-27 and 18-36 **L**

APP CRS <b>181°</b>	Rwy Idg TDZE <b>4895</b> Apt Elev <b>737</b>
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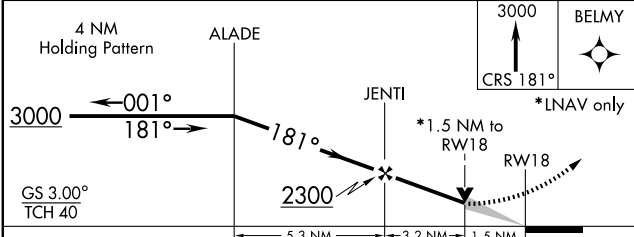
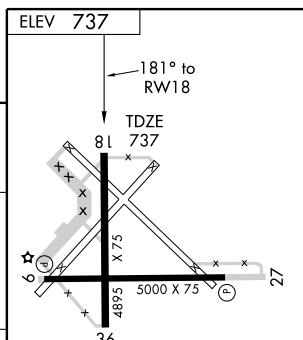
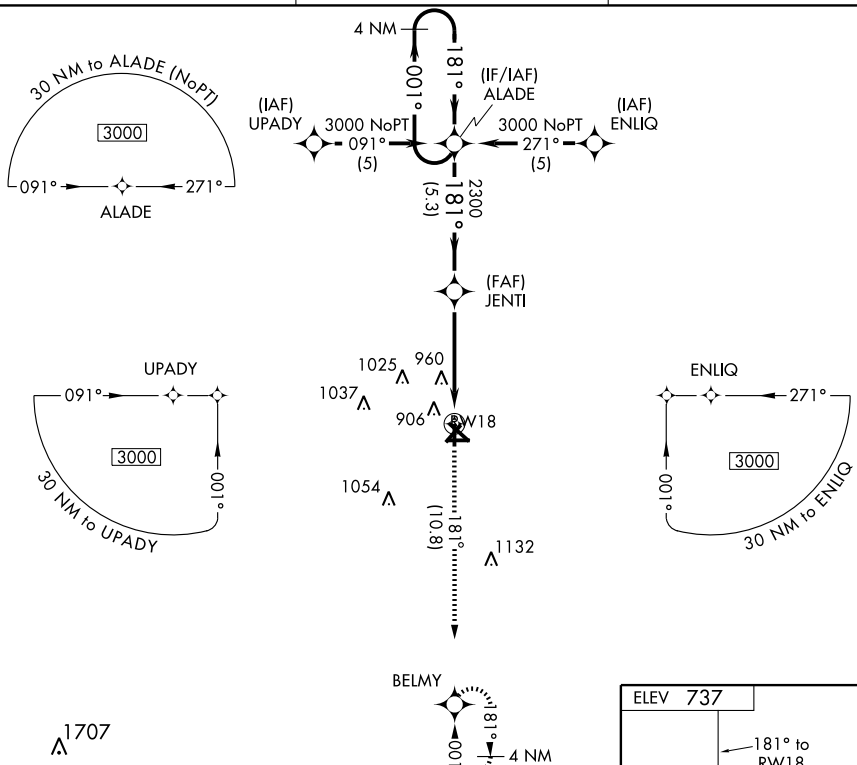
# RNAV (GPS) RWY 18

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

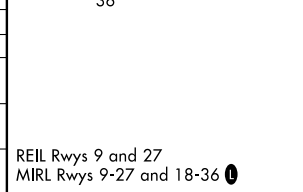
<b>NA</b> GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).	<b>MISSED APPROACH:</b> Climb to 3000 via 181° course to BELMY WP and hold.
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AWOS-3  
**119.025**

CHAMPAIGN APP CON ★  
**121.35 285.65**

UNICOM  
**123.0 (CTAF) 0**


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1260-1 <sup>3</sup> / <sub>4</sub> 523 (600-1 <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	1260-1 523 (600-1)	1260-1 <sup>1</sup> / <sub>2</sub> 523 (600-1 <sup>1</sup> / <sub>2</sub> )	1260-1 <sup>3</sup> / <sub>4</sub> 523 (600-1 <sup>3</sup> / <sub>4</sub> )	
CIRCLING	1260-1 <sup>3</sup> / <sub>4</sub> 523 (600-1 <sup>3</sup> / <sub>4</sub> )	1320-1 <sup>3</sup> / <sub>4</sub> 583 (600-1 <sup>3</sup> / <sub>4</sub> )	1320-2 583 (600-2)	



APP CRS <b>271°</b>	Rwy Ldg TDZE <b>733</b>	<b>5000</b>
	Apt Elev <b>737</b>	

# RNAV (GPS) RWY 27

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

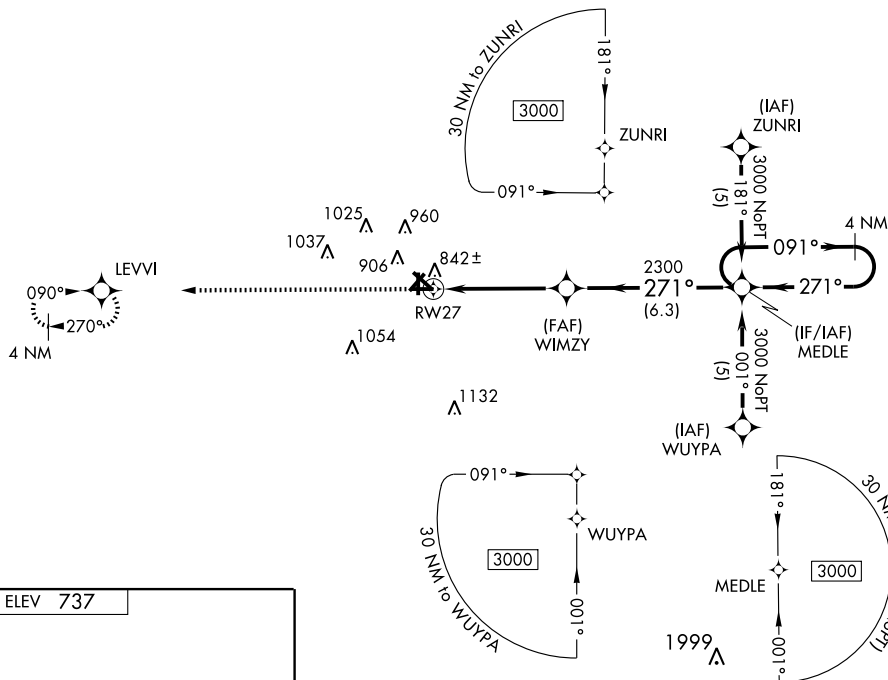
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats, LNAV Cat D ¼ mile, and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
 Climb to 3000 direct  
 LEVVI and hold.

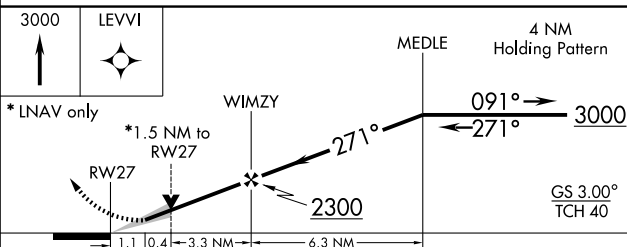
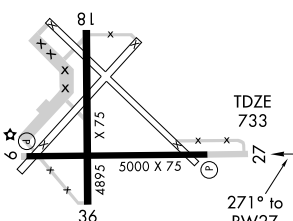
AWOS-3  
**119.025**

CHAMPAIGN APP CON ★  
**121.35 285.65**

UNICOM  
**123.0 (CTAF) 0**



ELEV 737



CATEGORY	A	B	C	D
LNAV/VNAV DA	1112-1¼ 379 (400-1¼)			
LNAV MDA	1240-1 507 (600-1)		1240-1½ 507 (600-1½)	
CIRCLING	1240-1 503 (600-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwy 9 and 27  
 MRL Rwy 9-27 and 18-36 0

RANTOUL, ILLINOIS

Amdt 1 10042

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

40°18'N - 88°09'W

# RNAV (GPS) RWY 27

APP CRS <b>001°</b>	Rwy Idg TDZE <b>4895</b> Apt Elev <b>737</b>
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# RNAV (GPS) RWY 36

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

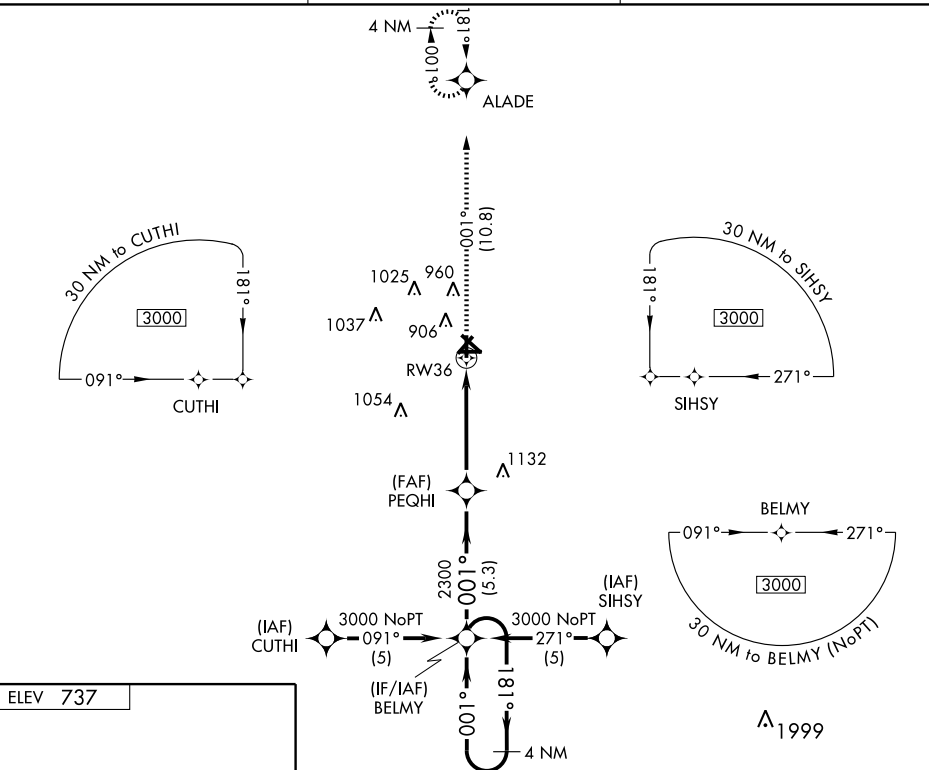
**▽** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
**△** NA Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 3000 via  
001° course to ALADE WP and hold.

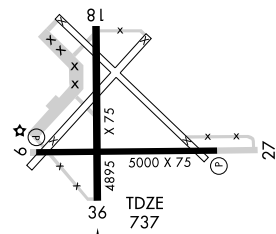
AWOS-3  
**119.025**

CHAMPAIGN APP CON ★  
**121.35 285.65**

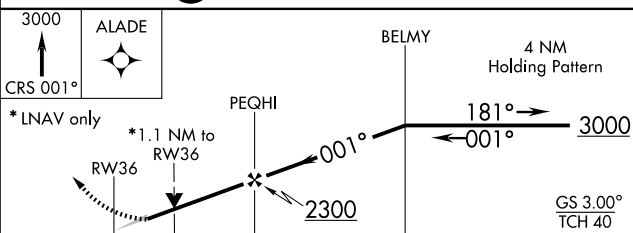
UNICOM  
**123.0 (CTAF) 0**



ELEV 737



REIL Rwy 9 and 27  
MIRL Rwy 9-27 and 18-36 0



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1100-1¼ 363 (400-1¼)			
LNAV MDA	1120-1 383 (400-1)			1120-1¼ 383 (400-1¼)
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)





**ROBINSON MUNI** (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'

ST LOUIS

462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV

H-5E, L-27D

RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL

IAP

RWY 09: REIL. PVASI(P5IL)—GA 3.0° TCH 27'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 25'. Tree.

RWY 17-35: H3399X75 (ASPH) S-5 MIRL

RWY 17: REIL. Tree. RWY 35: Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rws 09, 27 and 17 PVASI Rws 09 and 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.5 (618) 586-2772.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ HULMAN APP/DEP CON 119.25 (1100-0300Z†)

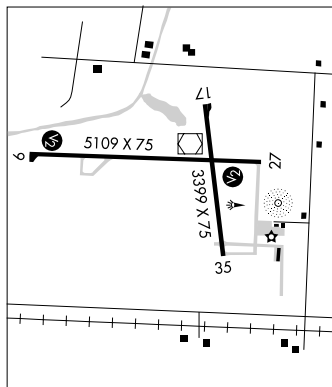
⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RSV.

(T) VOR/DME 108.4 RSV Chan 21 N39°01.06' W87°38.93' at fld. 452/2E. VOR unmonitored 0000-1300Z†.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.

**ROCHELLE MUNI AIRPORT-KORITZ FLD** (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'

CHICAGO

781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

L-28H

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.

**AIRPORT REMARKS:** Attended Nov-Apr Mon-Fri 1400-2300Z†, May-Oct Mon-Fri 1400-0100Z†, Sat-Sun 1500-2000Z†. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.

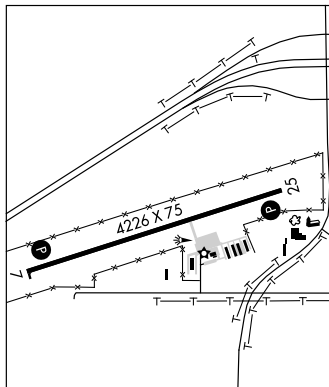
**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 562-2955.**COMMUNICATIONS:** CTAF/UNICOM 122.8

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94' W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.

**ROCKFORD** N42°13.53' W89°11.96' NOTAM FILE RFD.

CHICAGO

(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E.

L-28H

RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

**ROCKFORD****COTTONWOOD** (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA—See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfc. RWY 36: Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 NSTD LIRL S 2250' lgtd; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

**COMMUNICATIONS:** CTAF/UNICOM 122.8



WAAS CH <b>49109</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5109</b> <b>462</b> <b>462</b>
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# RNAV (GPS) RWY 09

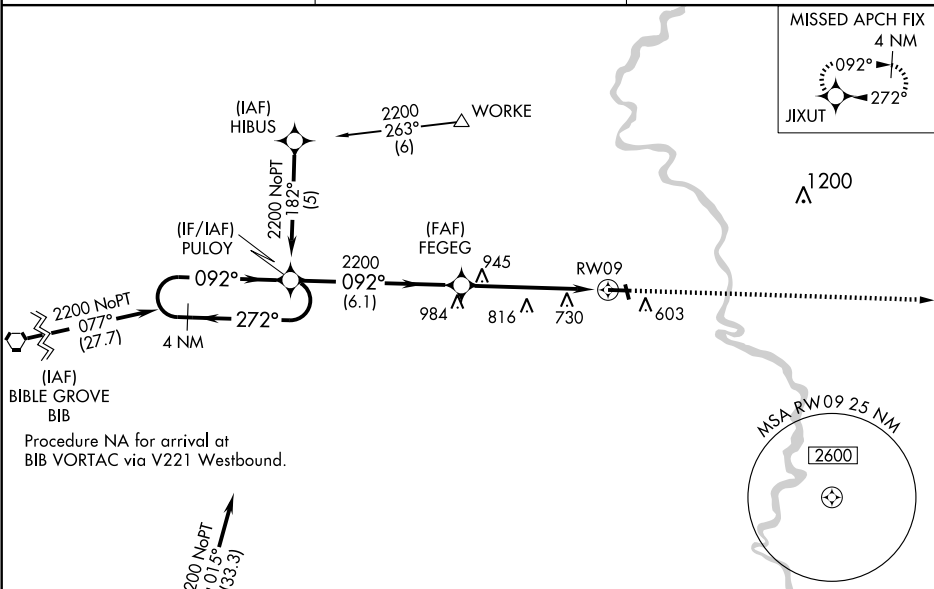
ROBINSON MUNI (RSV)

<p>When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats., LNAV Cat. C and D ½ mile, Circling Cat. C and D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2200 direct JIXUT and hold.</p>
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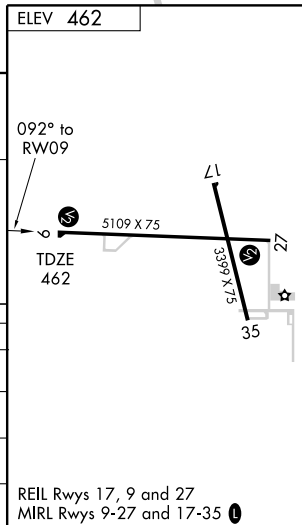
AWOS-3  
**120.50**

HULMAN APP CON ★  
**119.25 339.8**

UNICOM  
**123.0 (CTAF) 0**



4 NM Holding Pattern	PULLOY	FEDEG	2200	JIXUT
2200	272°	092°	2200	092° to RWY 09
GS 3.00° TCH 40	VGSI and RNAV glidepath not coincident.	NACIT 2.8 NM to RWY 09	* LNAV Only.	
	6.1 NM	2.5 NM	2.8 NM	
CATEGORY	A	B	C	D
LPV DA	805-1¼ 343 (400-1¼)			
LNAV/VNAV DA	1103-2¼ 641 (700-2¼)			
LNAV MDA	1040-1 578 (600-1)	1040-1½ 578 (600-1½)	1040-1¾ 578 (600-1¾)	
CIRCLING	1040-1 578 (600-1)	1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)	



WAAS CH <b>69509</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5109</b> <b>455</b> <b>462</b>
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# RNAV (GPS) RWY 27

ROBINSON MUNI (RSV)

**⚠** When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter and increase all DA 88 feet, all MDA 100 feet and all LPV, LNAV/VNAV visibility ¼ mile, LNAV Cat. C, D and Circling Cat. C, D visibility ¼ mile.  
**⚠** NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

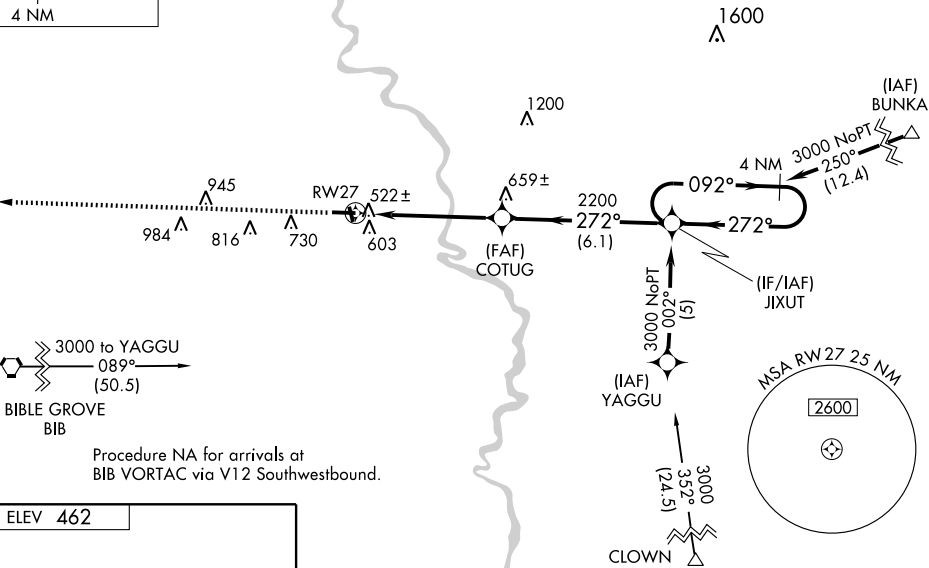
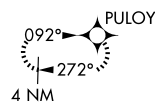
MISSED APPROACH: Climb to 3000 direct PULOUY and hold.

AWOS-3  
**120.50**

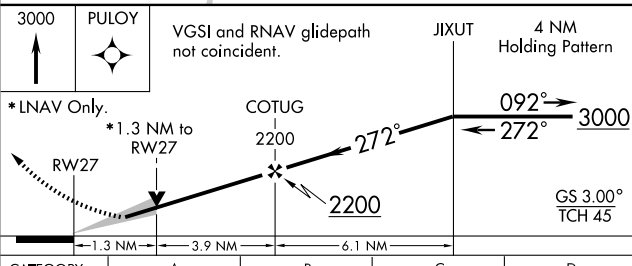
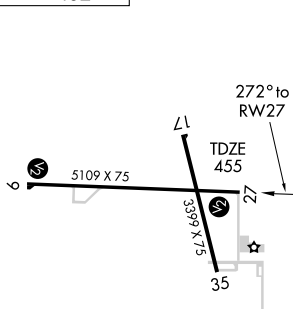
HULMAN APP CON ★  
**119.25 339.8**

UNICOM  
**123.0 (CTAF) 0**

MISSED APCH FIX



ELEV 462



CATEGORY	A	B	C	D
LPV DA	750-1 295 (300-1)			
LNAV/VNAV DA	892-1½ 437 (500-1½)			
LNAV MDA	900-1 445 (500-1)	900-1¼ 445 (500-1¼)	900-1½ 445 (500-1½)	
CIRCLING	960-1 498 (500-1)	1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)	

REIL Rwy 17, 9 and 27  
MIRL Rwy 9-27 and 17-35 0

VOR/DME RSV <b><u>108.4</u></b> Chan <b>21</b>	APP CRS <b>170°</b>	Rwy Idg <b>3399</b> TDZE <b>454</b> Apt Elev <b>462</b>
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VOR or GPS RWY 17  
ROBINSON MUNI (RSV)



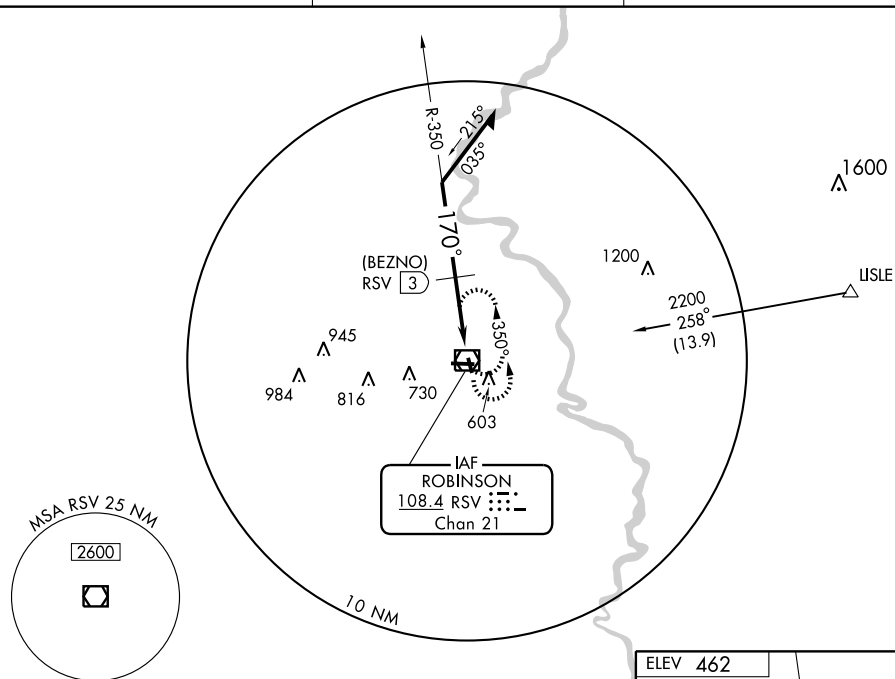
Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climbing left turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3  
120.50

HULMAN APP CON ★  
119.25 339.8

UNICOM  
123.0 (CTAF) **L**



Remain  
within 10 NM

VOR/DME

2200

(BEZNO)  
RSV 3


1000

\*1120 when using  
Terre Haute altimeter setting.

2200

RSV  
108.4

ELEV 462

170° to   
RSV VOR/DME

LDZ 454

7

339 V2

9X75

35

35

REIL Rwys 17, 9 and 27  
MIRL Rwys 9-27 and 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					

ROBINSON, ILLINOIS  
Amdt 4 08269

39°01'N - 87°39'W

ROBINSON MUNI (RSV)  
VOR or GPS RWY 17

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RSV <b>108.4</b> Chan <b>21</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>455</b> Apt Elev <b>462</b>	<b>5109</b> <b>455</b> <b>462</b>
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# VOR or GPS RWY 27

ROBINSON MUNI (RSV)

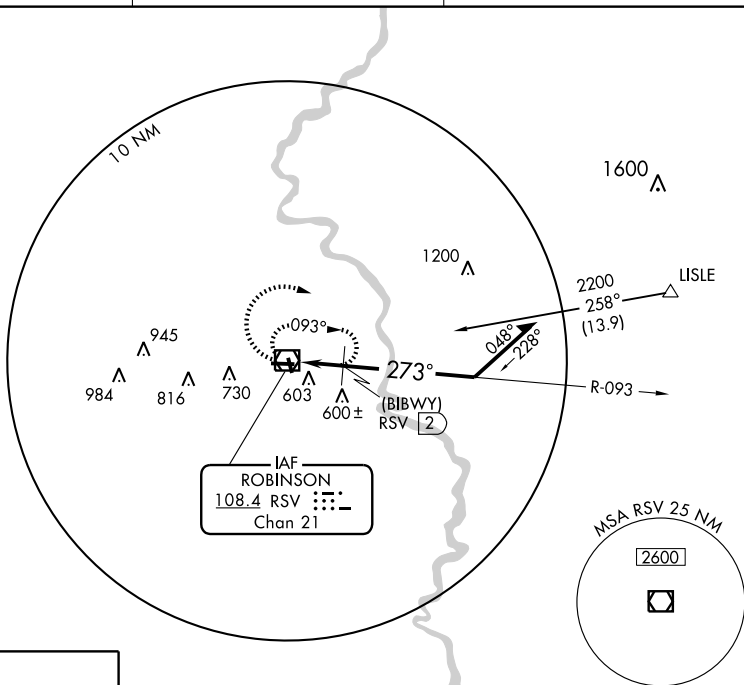
**NA** Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2200 in RSV VOR/DME holding pattern.

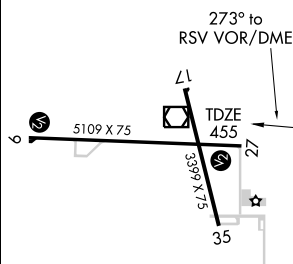
AWOS-3  
**120.50**

HULMAN APP CON ★  
**119.25 339.8**

UNICOM  
**123.0** (CTAF) **0**



ELEV **462**

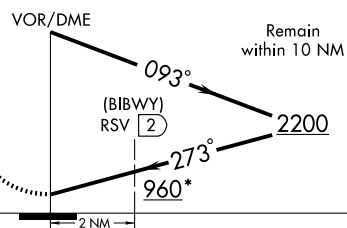


REIL Rwys 17, 9 and 27  
MIRL Rwys 9-27 and 17-35 **0**

Knots	60	90	120	150	180
Min:Sec					

2200 RSV  
108.4

\* 1080 when using Terre Haute altimeter setting.



CATEGORY	A	B	C	D
S-27	960-1 505 (500-1)		960-1½ 505 (500-1½)	
CIRCLING	960-1 498 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-27	860-1 405 (400-1)		860-1¼ 405 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

**ROBINSON MUNI** (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'

ST LOUIS

462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV

H-5E, L-27D

RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL

IAP

RWY 09: REIL. PVASI(P5IL)—GA 3.0° TCH 27'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 25'. Tree.

RWY 17-35: H3399X75 (ASPH) S-5 MIRL

RWY 17: REIL. Tree. RWY 35: Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rws 09, 27 and 17 PVASI Rws 09 and 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.5 (618) 586-2772.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ HULMAN APP/DEP CON 119.25 (1100-0300Z†)

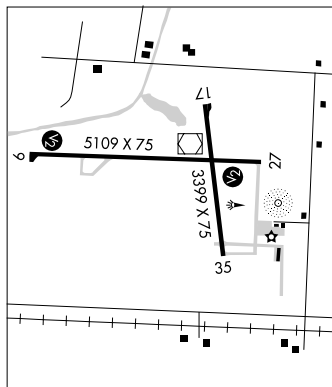
⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RSV.

(T) VOR/DME 108.4 RSV Chan 21 N39°01.06' W87°38.93' at fld. 452/2E. VOR unmonitored 0000-1300Z†.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.

**ROCHELLE MUNI AIRPORT-KORITZ FLD** (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'

CHICAGO

781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

L-28H

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.

**AIRPORT REMARKS:** Attended Nov-Apr Mon-Fri 1400-2300Z†, May-Oct Mon-Fri 1400-0100Z†, Sat-Sun 1500-2000Z†. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.

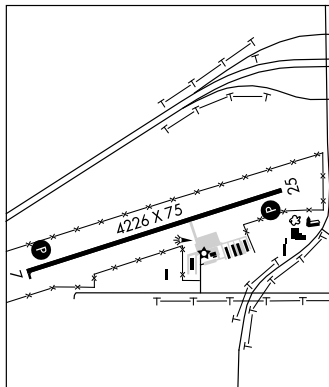
**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 562-2955.**COMMUNICATIONS:** CTAF/UNICOM 122.8

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94' W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.

**ROCKFORD** N42°13.53' W89°11.96' NOTAM FILE RFD.

CHICAGO

(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E.

L-28H

RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

**ROCKFORD****COTTONWOOD** (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA—See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfc. RWY 36: Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 NSTD LIRL S 2250' lgtd; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

APP CRS **071°**  
 Rwy Idg **4226**  
 TDZE **776**  
 Apt Elev **781**

# RNAV (GPS) RWY 7

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

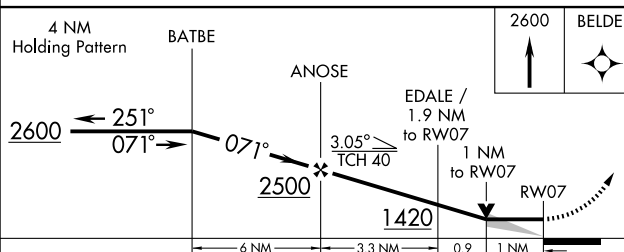
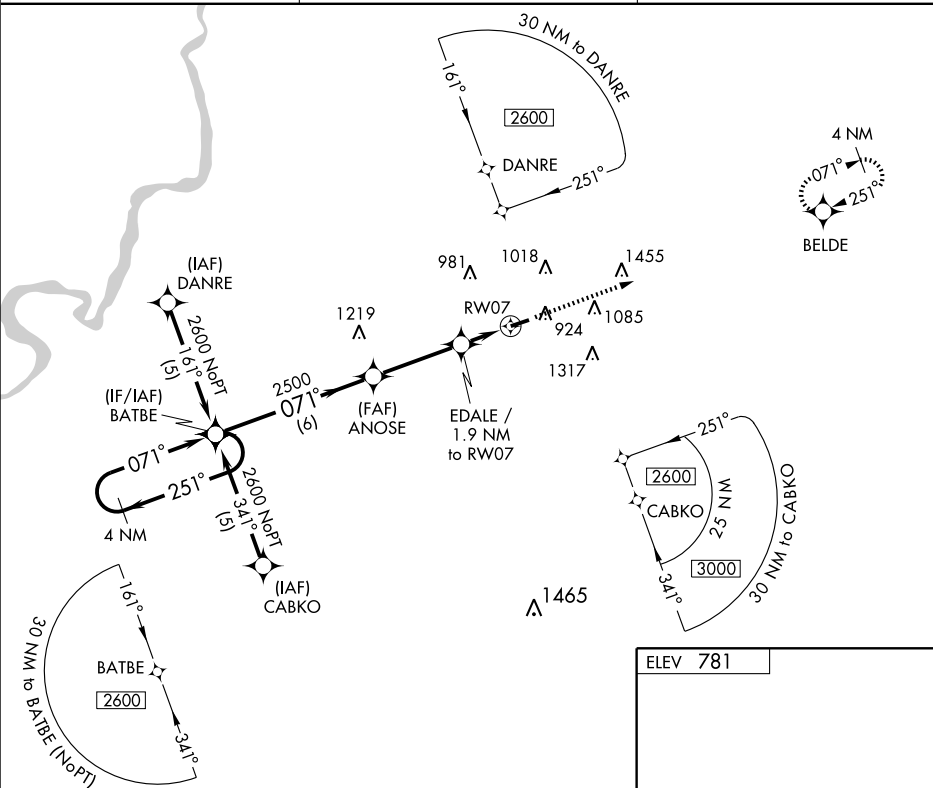
**V** GPS or RNP-0.3 Required.  
**NA** DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2600  
 direct BELDE WP and hold.

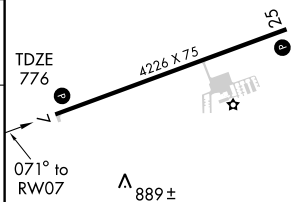
AWOS-3  
**119.675**

ROCKFORD APP CON  
**126.0 327.0**

UNICOM  
**122.8 (CTAF)**



ELEV **781**



CATEGORY	A	B	C	D
LNNAV MDA	1140-1	364 (400-1)	1140-1 1/4	364 (400-1 1/4)
CIRCLING	1280-1	499 (500-1)	1340-1 1/2	1400-2
			559 (600-1 1/2)	619 (700-2)

REIL Rwy 7 and 25  
 MIRL Rwy 7-25



APP CRS **251°**  
 Rwy Idg **4226**  
 TDZE **781**  
 Apt Elev **781**

# RNAV (GPS) RWY 25

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.P.J)

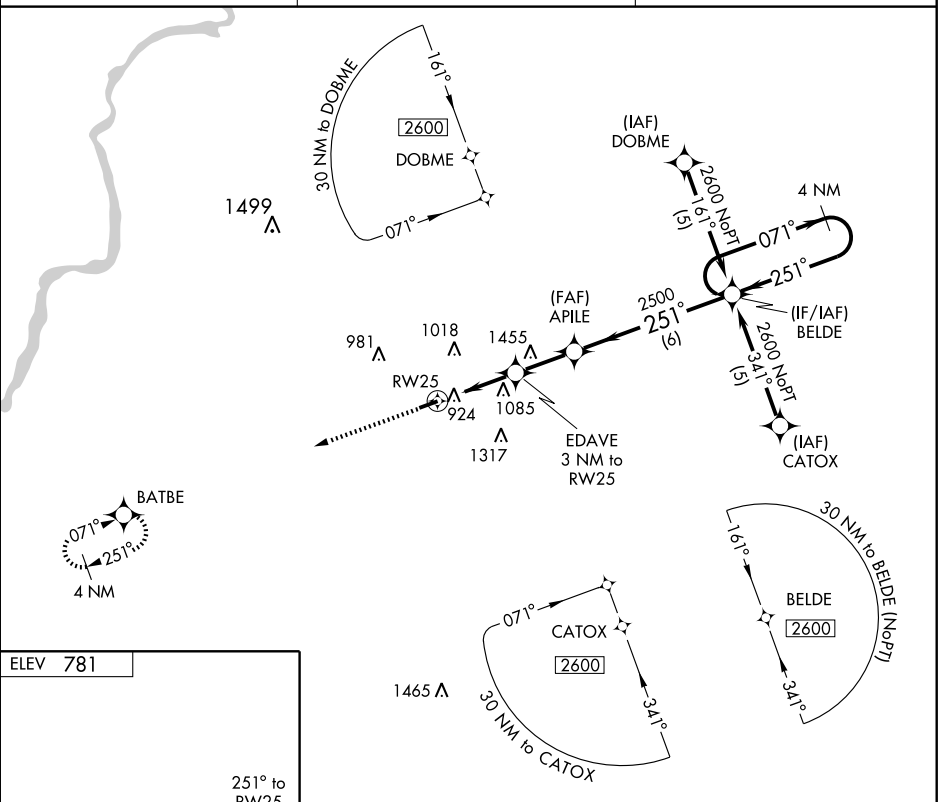
**V** DME/DME RNP-0.3 NA.  
**NA**

MISSED APPROACH: Climb to 2600  
 direct BATBE and hold.

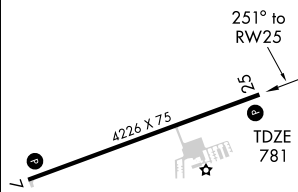
AWOS-3  
**119.675**

ROCKFORD APP CON  
**126.0 327.0**

UNICOM  
**122.8 (CTAF) 0**



ELEV 781



REIL Rwy 7 and 25 **0**  
 MRL Rwy 7-25 **0**

2600		BATBE		4 NM Holding Pattern	
RW25		EDAVE 3 NM to RW25		APILE	
1.9 NM to RW25		3.05° TCH 40		BELDE	
1780		2500		071° 2600	
1.9 NM		1.1		2.2 NM	
CATEGORY		A		B	
LNAV MDA		1400-1 619 (700-1)		1400-1¾ 619 (700-1¾)	
CIRCLING		1400-1 619 (700-1)		1400-1¾ 619 (700-1¾)	
				1400-2 619 (700-2)	

VOR/DME PLL Chan <b>49</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>781</b>
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**VOR-A**

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

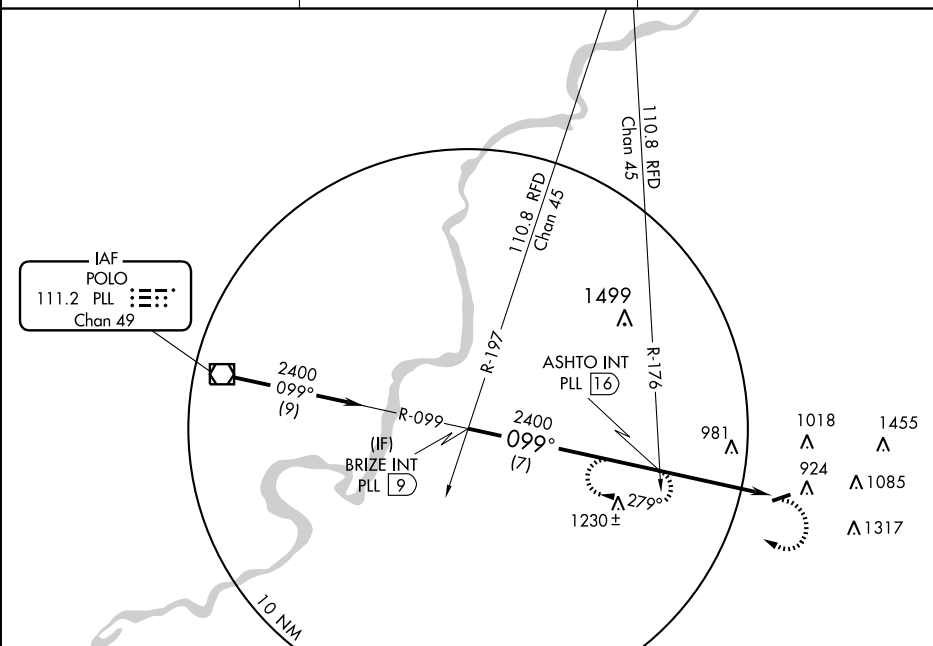


MISSED APPROACH: Climbing right turn to 2400 via PLL  
VOR/DME R-099 to ASHTO INT/16 DME and hold.

AWOS-3  
**119.675**

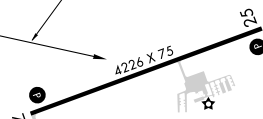
ROCKFORD APP CON  
**126.0 327.0**

UNICOM  
**122.8 (CTAF) 0**



ELEV 781

099° 4.2 NM from FAF



REIL Rwy 7 and 25  
MIRL Rwy 7-25

BRIZE INT  
PLL **9**

ASHTO INT  
PLL **16**

2400

099°

2400

Procedure  
Turn  
NA


2400

PLL R-099

111.2

ASHTO INT

PLL **16**PLL **20.2**

<div><div></div><div>7 NM</div><div></div></div>					<div><div></div><div>4.2 NM</div><div></div></div>					MIRL Rwy 7-25 				
A		B		C		D		FAF to MAP 4.2 NM						
1300-1		1300-1¼		1340-1½		1400-2		Knots	60	90	120	150	180	
519 (600-1)		519 (600-1¼)		559 (600-1½)		619 (700-2)		Min:Sec	4:12	2:48	2:06	1:41	1:24	

ROCHELLE, ILLINOIS

Amdt 8A 17DEC09

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

41° 54'N-89° 05'W

**VOR-A**

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

## RUSHVILLE

**SCHUY—RUSH** (5K4) 1 W UTC-6(-5DT) N40°07.05' W90°35.42'

CHICAGO

665 TPA—1465(800) NOTAM FILE STL

**RWY 09-27:** 3565X100 (TURF) LIRL (NSTD)

**RWY 09:** Thld dsplcd 305'. Road.

**RWY 27:** Thld dsplcd 463'. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27—CTAF. Rwy 09-27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09-27 dsplcd thld marked with white gravel both ends of rwy.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**SACKMAN FLD** (See COLUMBIA)

## ST JACOB

**ST LOUIS METRO—EAST/SHAHER FLD** (3K6) 2 N UTC-6(-5DT) N38°43.97' W89°48.39'

ST LOUIS

477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL

L-27C, A

**RWY 13-31:** H2662X50 (ASPH) MIRL 0.3% up NW

IAP

**RWY 13:** Thld dsplcd 127'. Road.

**RWY 31:** Pole.

**AIRPORT REMARKS:** Attended continuously. For noise abatement procedures ctc arpt manager 618-644-5411. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

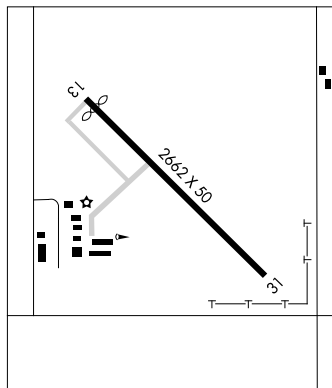
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SAINT LOUIS APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**TROY (L) VORTACW** 116.0 TOY Chan 107 N38°44.35'

W89°55.12' 090° 5.3 NM to fld. 570/4E.



**ST LOUIS DOWNTOWN** (See CAHOKIA—ST LOUIS)

**ST LOUIS METRO—EAST/SHAHER FLD** (See ST JACOB)

**ST LOUIS RGNL** (See ALTON/ST LOUIS)

**SALEM—LECKRONE** (SLO) 2 NW UTC-6(-5DT) N38°38.57' W88°57.85'

ST LOUIS

573 B S4 FUEL 100LL NOTAM FILE SLO

L-27C

**RWY 18-36:** H4098X75 (ASPH) S-12 MIRL

IAP

**RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.

**RWY 36:** PAPI(P4R)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18-36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (618) 548-0469.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY CENTER APP/DEP CON** 127.7

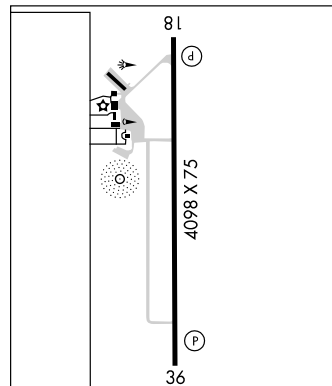
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 030° 16.2 NM to fld.

546/4E. HIWAS.

**NDB (MHW) 400 SLO** N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.



NDB SLO  
**400**

APP CRS  
192°

Rwy Idg	<b>4098</b>
TDZE	<b>573</b>
Apt Elev	<b>573</b>

NDB RWY 18  
SALEM-LECKRONE (SLO)

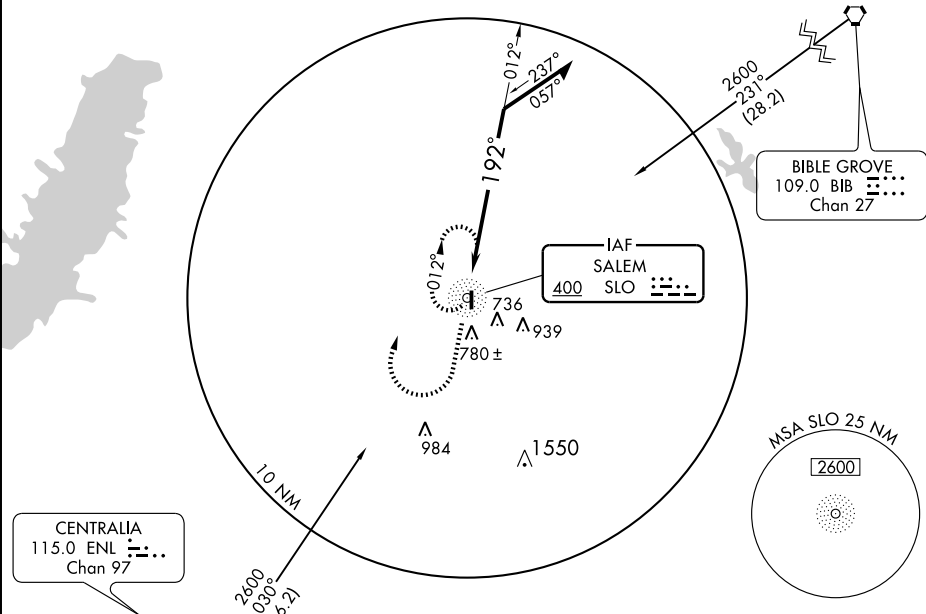


**MISSED APPROACH:** Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3  
118.525

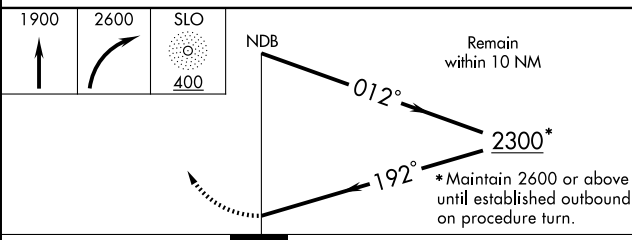
KANSAS CITY CENTER  
127.7 317.7

UNICOM  
122.8 (CTAF) **L**

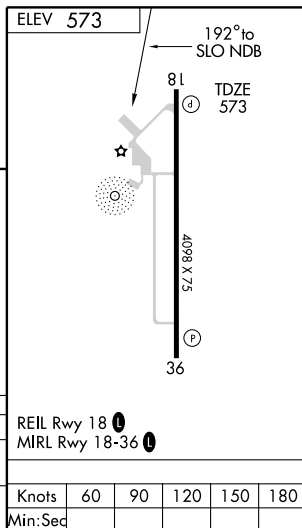


EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)

SALEM, ILLINOIS  
Amdt 10B 05356

38° 39'N - 88° 58'W

SALEM-LECKRONE (SLO)  
NDB RWY 18

APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>573</b> <b>573</b>
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# RNAV (GPS) RWY 18

SALEM-LECKRONE (SLO)



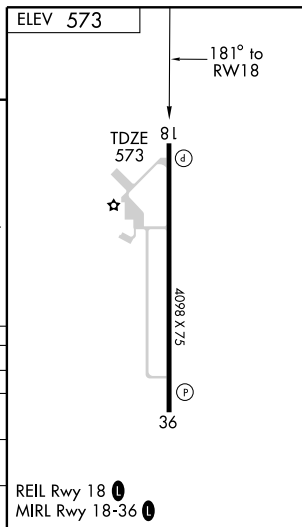
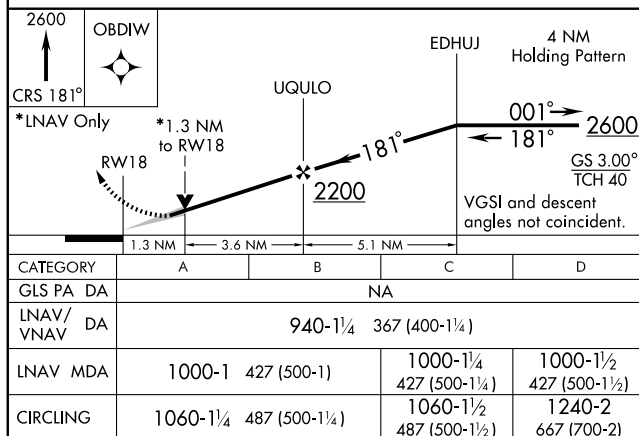
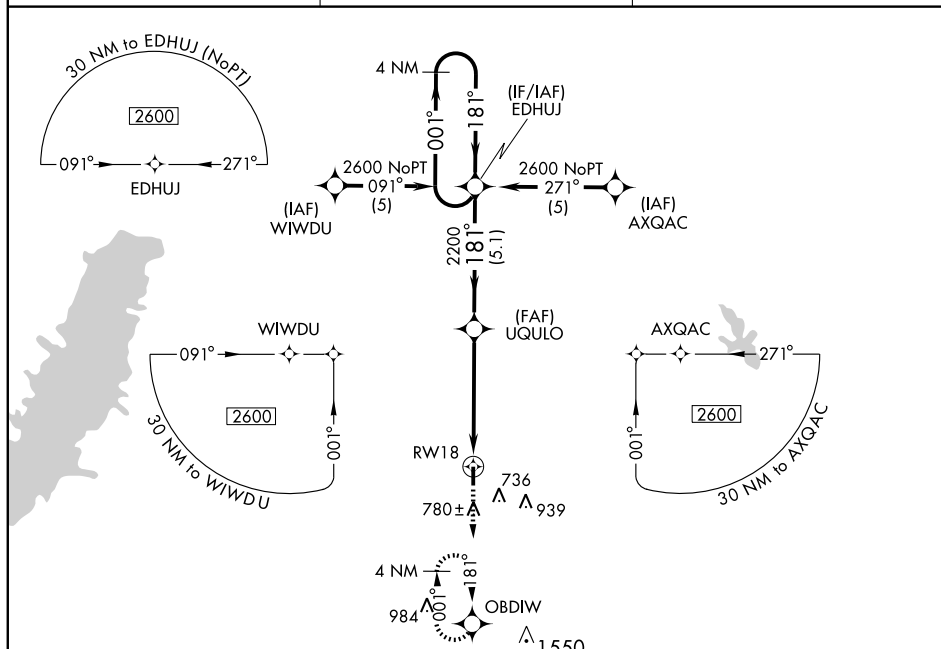
Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 181° course to  
OBDIW WP and hold.

AWOS-3  
**118.525**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.8 (CTAF) ①**



APP CRS <b>001°</b>	Rwy Idg <b>4098</b>
	TDZE <b>572</b>
	Apt Elev <b>573</b>

# RNAV (GPS) RWY 36

SALEM-LECKRONE (SLO)



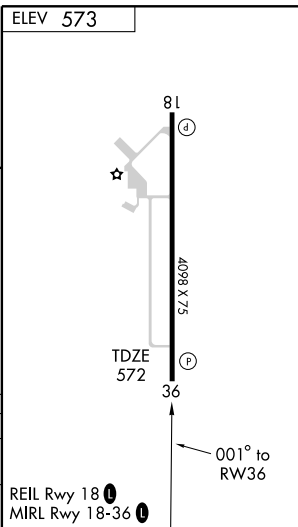
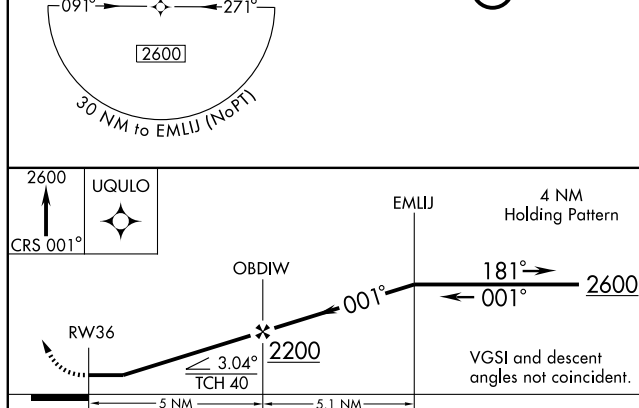
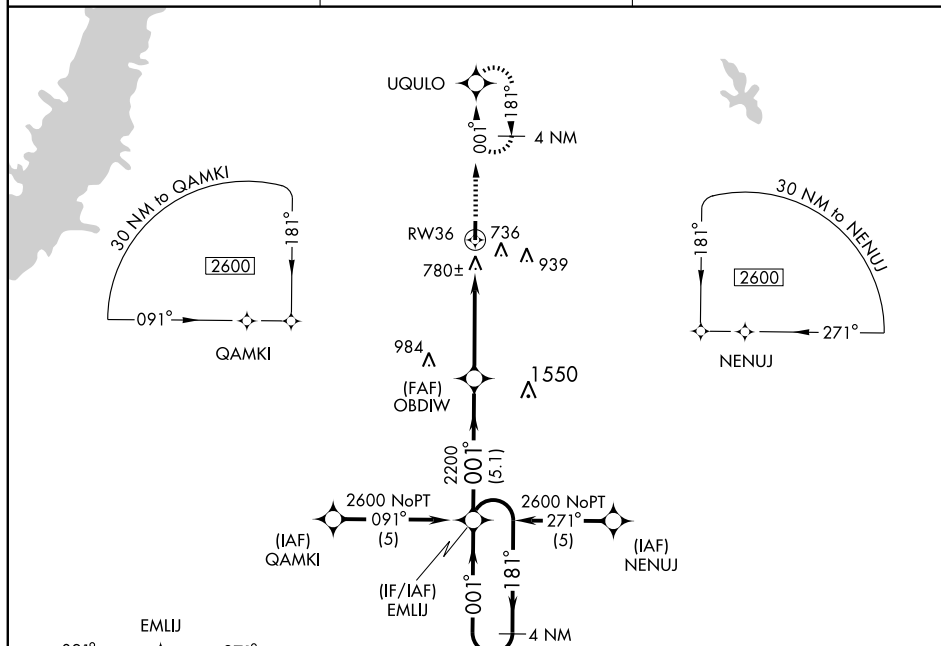
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 001° course to UQULO WP and hold.

AWOS-3  
**118.525**

KANSAS CITY CENTER  
**127.7 317.7**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
RNAV MDA	1020-1 448 (500-1)	1020-1 448 (500-1)	1020-1 448 (500-1)	1020-1 448 (500-1)
CIRCLING	1060-1 487 (500-1)	1060-1 487 (500-1)	1060-1 487 (500-1)	1060-1 487 (500-1)

REIL Rwy 18 1  
MIRL Rwy 18-36 1

**SAMSVILLE** N38°29.11' W88°05.15' NOTAM FILE STL.  
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.  
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS  
 L-27C

## SAVANNA

**TRI-TOWNSHIP** (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

616 B FUEL 100LL, MOGAS NOTAM FILE SFY

RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

**AIRPORT REMARKS:** Unattended. Fuel available 24 hrs with credit card.

Wild geese on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints;  
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler  
 system opr seasonally under AER 31.

**WEATHER DATA SOURCES:** AWOS-3 118.65 (815) 273-4429.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

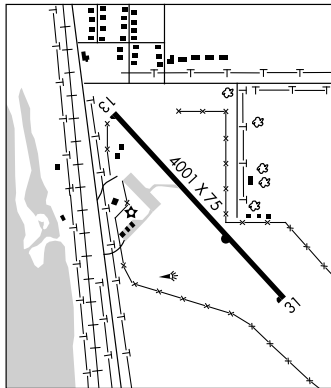
**CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** AWOS temporarily unreliable.



**SCHAUMBURG MUNI HELISTOP** (See CHICAGO/SCHAUMBURG)

**SCHAUMBURG RGNL** (See CHICAGO/SCHAUMBURG)

**SCHUY-RUSH** (See RUSHVILLE)

**SCOTT AFB/MIDAMERICA** (See BELLEVILLE)

**SHELBY CO** (See SHELBYVILLE)

**SHELBYVILLE** N39°24.40' W88°50.62'. NOTAM FILE STL.

NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS  
 L-27C

## SHELBYVILLE

**SHELBY CO** (2HØ) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(PSIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dspld 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dspld 484'. Road. RWY 22: Tree.

**AIRPORT REMARKS:** Attended 1400Z‡-dusk. Compromised sight  
 clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS  
 indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2'  
 wide. Twy guidance at ngt utilize blue reflectors. Boundaries for  
 Rwy 04-22 and Rwy 14-32 are marked with white painted lines  
 spaced at 400' intervals.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY CENTER APP/DEP CON** 124.3

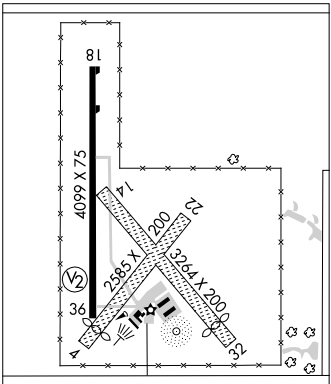
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.

DECATUR (H) VORTAC 117.2 DEC Chan 119 N39°44.25'

W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

**SHELBYVILLE NDB (MHW)** 365 SYZ N39°24.40' W88°50.62' at  
 fld. Unmonitored. NOTAM FILE STL.

ST LOUIS  
 L-27C  
 IAP



APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>616</b> <b>616</b>
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## GPS RWY 13

SAVANNA/ TRI-TOWNSHIP (SFY)

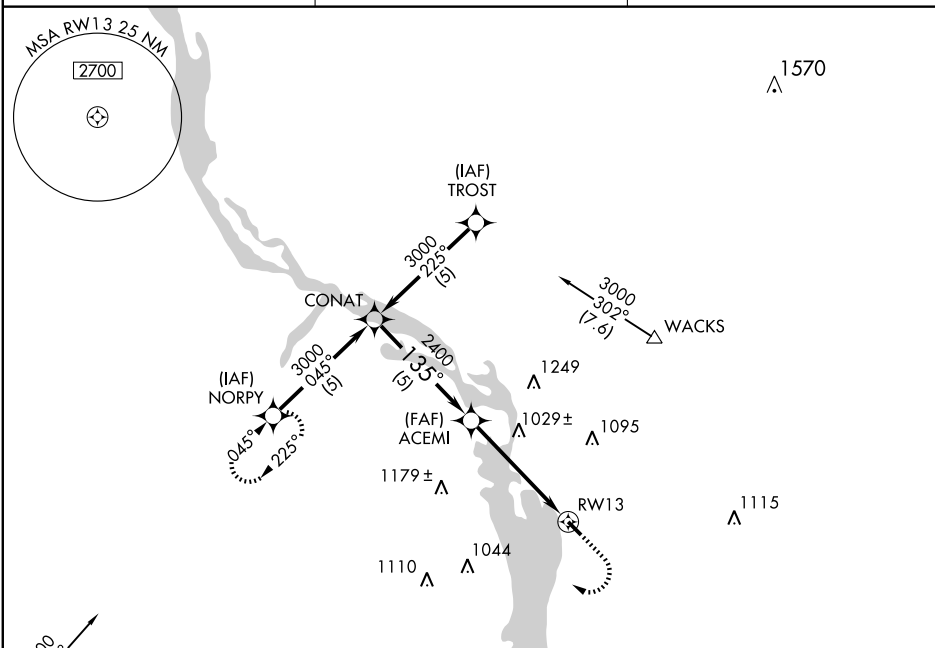
▲ NA Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct NORPY WP and hold.

AWOS-3  
**118.650**

QUAD CITY APP CON★  
**125.95 257.8**

UNICOM  
**122.7 (CTAF) 0**



3000  
040°  
(14.1)  
LOTTE

ELEV 616

135° to RW13

TDZE 616

13

4001 X 75

31

CONAT

3000

135°

ACEMI

2400

RW13

Procedure  
Turn  
NA

1500

3000

NORPY

↑

↪

★

5 NM

5 NM

CATEGORY	A	B	C	D
S-13	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	
CIRCLING	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	

MIRL Rwy 13-31 0



VORTAC CVA <b>113.8</b> Chan <b>85</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>616</b>
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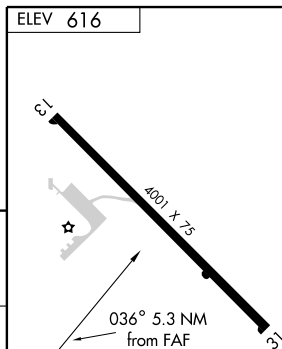
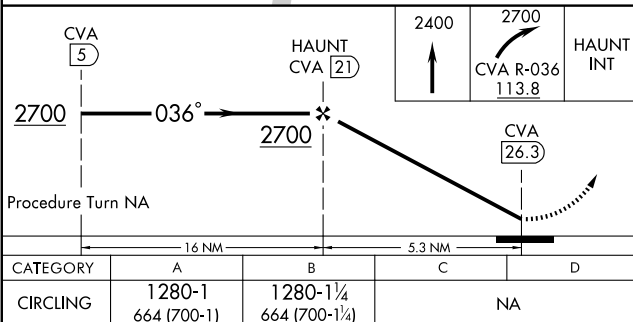
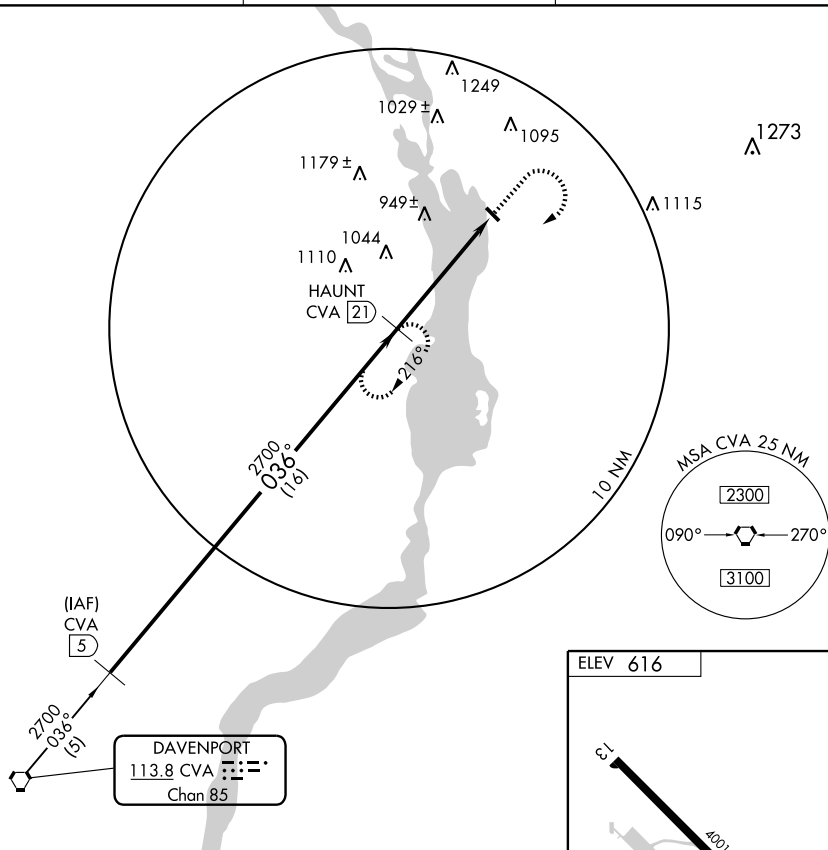
VOR/DME-A  
SAVANNA/ TRI-TOWNSHIP (SFY)

**A** NA Use Sterling Rockfalls altimeter setting.

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.

AWOS-3  
**118.650**

QUAD CITY APP CON★  
125.95 257.8

UNICOM  
122.7 (CTAF) **L**

SAVANNA, ILLINOIS  
Orig 10098

SAVANNA/ TRI-TOWNSHIP (SFY)  
VOR/DME-A

42°03'N-90°06'W

EC-3. 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010

**SAMSVILLE** N38°29.11' W88°05.15' NOTAM FILE STL.  
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.  
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS  
 L-27C

## SAVANNA

**TRI-TOWNSHIP** (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

CHICAGO  
 L-28G  
 IAP

616 B FUEL 100LL, MOGAS NOTAM FILE SFY  
 RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

**AIRPORT REMARKS:** Unattended. Fuel available 24 hrs with credit card.  
 Wild geese on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints;  
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler  
 system opr seasonally under AER 31.

**WEATHER DATA SOURCES:** AWOS-3 118.65 (815) 273-4429.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

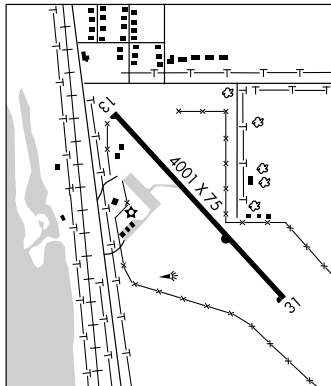
® **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

**CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'  
 W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** AWOS temporarily unreliable.



**SCHAUMBURG MUNI HELISTOP** (See CHICAGO/SCHAUMBURG)

**SCHAUMBURG RGNL** (See CHICAGO/SCHAUMBURG)

**SCHUY-RUSH** (See RUSHVILLE)

**SCOTT AFB/MIDAMERICA** (See BELLEVILLE)

**SHELBY CO** (See SHELBYVILLE)

**SHELBYVILLE** N39°24.40' W88°50.62'. NOTAM FILE STL.  
 NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS  
 L-27C

## SHELBYVILLE

**SHELBY CO** (2H0) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

ST LOUIS  
 L-27C  
 IAP

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(PSIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dsplcd 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dsplcd 484'. Road. RWY 22: Tree.

**AIRPORT REMARKS:** Attended 1400Z‡-dusk. Compromised sight  
 clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS  
 indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2'  
 wide. Twy guidance at ngt utilize blue reflectors. Boundaries for  
 Rwy 04-22 and Rwy 14-32 are marked with white painted lines  
 spaced at 400' intervals.

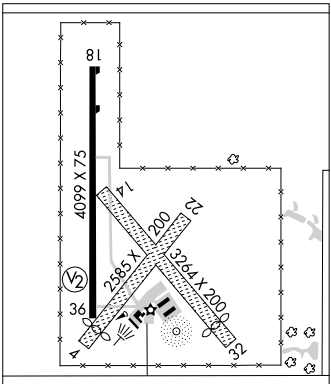
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY CENTER APP/DEP CON** 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.

DECATUR (H) VORTAC 117.2 DEC Chan 119 N39°44.25'  
 W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

**SHELBYVILLE NDB (MHW)** 365 SYZ N39°24.40' W88°50.62' at  
 fld. Unmonitored. NOTAM FILE STL.



NDB SYZ <b>365</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>618</b>
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NDB-A


SHELBYVILLE/ SHELBY COUNTY (2H0)

▼ Use Decatur altimeter setting, when not received use Mattoon/  
▲ NA Charleston altimeter setting and increase all MDA 20 feet.


MISSED APPROACH: Climbing left turn  
to 2400 in SYZ NDB holding pattern.

KANSAS CITY CENTER  
**124.3 335.6**

UNICOM  
**122.8 (CTAF)**


DECATUR  
117.2 DEC   
Chan 119

MATTOON  
109.4 MTO   
Chan 31

IAF  
SHELBYVILLE  
365 SYZ 

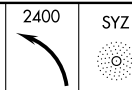
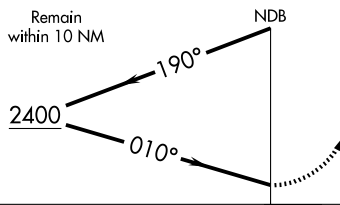
MSA SYZ 25 NM

2400

VANDALIA  
114.3 VLA   
Chan 90

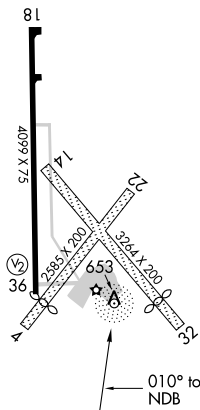
ELEV **618**

Remain  
within 10 NM



CATEGORY	A	B	C	D
CIRCLING	1300-1	682 (700-1)	1300-2 682 (700-2)	NA

MIRL Rwy 18-36



APP CRS <b>002°</b>	Rwy Idg <b>4099</b>
	TDZE <b>618</b>
	Apt Elev <b>618</b>

# RNAV (GPS) RWY 36

SHELBYVILLE/ SHELBY COUNTY (2H0)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Decatur altimeter setting, when not received use Mattoon/  
 Charleston altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn  
to 2400 direct EROXY and hold.

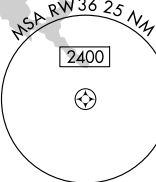
KANSAS CITY CENTER  
**124.3 335.6**

UNICOM  
**122.8** (CTAF)

Procedure NA for arrival  
on DEC VORTAC  
airway radials 187 CW 217.

DECATUR  
DEC

2400 to EROXY  
181°  
(31.3)



RW36  
749±  
Λ 917  
Λ 776

CIVAM  
1.6 NM  
to RW36

1307  
Λ

(FAF)  
AZBIX

2400  
002°  
(6.1)

(IAF)  
HEDKO

2400 NoPT  
092°  
(5)

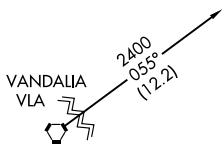
2400 NoPT  
272°  
(5)

(IAF)  
CITIG

Procedure NA for arrivals  
at MTO VOR/DME  
on V72-429 northbound.

4 NM

(IF/IAF)  
EROXY



Procedure NA for arrivals  
at VLA VORTAC  
on V14 westbound.

ELEV 618

4 NM  
Holding Pattern

VGSI and descent angles  
not coincident.

2400

EROXY

2400

182°

002°

002°

2400

3.04°

TCH 40

CIVAM  
1.6 NM  
to RW36

1160

RW36

6.1 NM

3.8 NM

1.6 NM

CATEGORY

A

B

C

D

LNAV MDA

1080-1

462 (500-1)

1080-1¼

462 (500-1¼)

NA

CIRCLING

1200-1

582 (600-1)

1220-1¾

602 (700-1¾)

NA

TDZE  
618

002° to  
RW36

MIRL Rwy 18-36

**SKYDIVE CHICAGO** (See OTTAWA)**SOUTHERN ILLINOIS** (See CARBONDALE/MURPHYSBORO)**SPARTA COMMUNITY—HUNTER FLD** (SAR) 2 N UTC-6(-5DT) N38°08.94' W89°41.93'

ST LOUIS

538 B S4 FUEL 100LL, JET A NOTAM FILE SAR

L-16H

RWY 18-36: H4002X75 (ASPH) S-5 MIRL 0.4% up N

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 20'. Tree.

RWY 36: PAPI(P4L)—GA 3.0°TCH 20'. Tree.

RWY 09-27: 2616X105 (TURF) 0.5% up W

RWY 09: Building.

RWY 27: Tree.

**AIRPORT REMARKS:** Attended 1400-0000Z±. Self svc fuel avbl 24 hrs with credit card. There is a 60' by 60' conc pad E of fueling area for helo parking. Migratory waterfowl NW of Rwy 18-36. Rwy 09 and 27 marked with white cones. MIRL Rwy 18-36 and wind indicator preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and Twy A—CTAF.

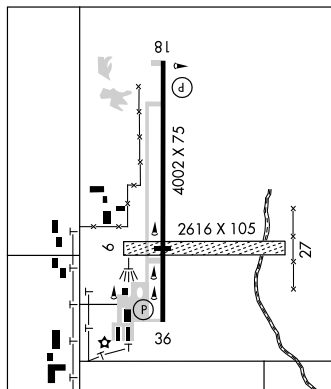
**WEATHER DATA SOURCES:** AWOS-3 118.375 (618) 443-3296.**COMMUNICATIONS:** CTAF/UNICOM 123.075

® ST LOUIS APP/DEP CON 125.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 234° 30.2 NM to fld. 546/4E.

HIWAS.

**SPINNER** N39°50.38' W89°40.66' NOTAM FILE SPI.

ST LOUIS

(H) VORTACW 112.7 SPI Chan 74 at Abraham Lincoln Capital. 586/1W.

H-5D, L-27C

RCO 122.25 (ST LOUIS RADIO)

APP CRS **179°**  
 Rwy Idg **4001**  
 TDZE **538**  
 Apt Elev **538**

# RNAV (GPS) RWY 18

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)

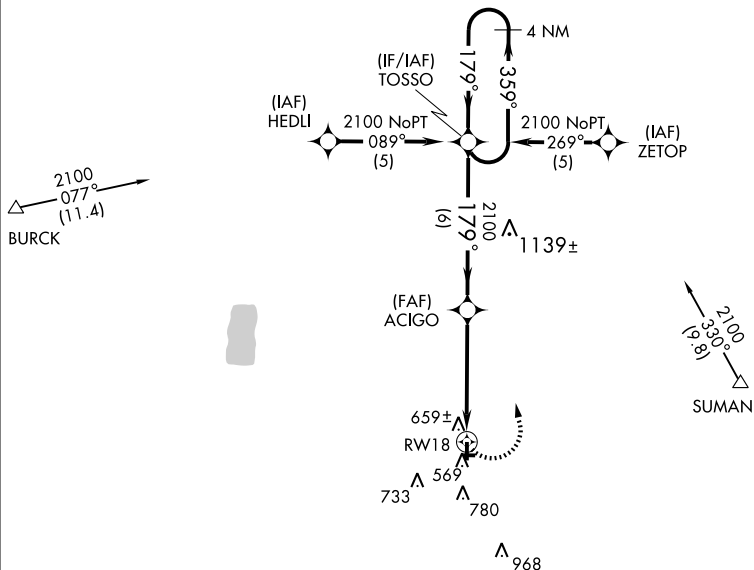
▼  
 ▲ NA  
 If local altimeter not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.  
 VDP NA with Scott AFB/Midamerica altimeter setting.  
 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct TOSSO WP and hold.

AWOS-3  
**118.375**

ST. LOUIS APP CON  
**125.2 281.5**

UNICOM  
**123.075 (CTAF) 0**



ELEV 538

659±  
 179° to RW18

TDZE 538

81

4002 X 75

2616 X 105

0.4% UP

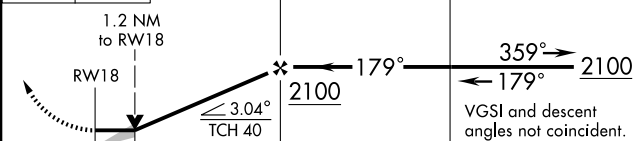
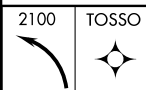
0.6% UP

36

569

REIL Rwy 18

MIRL Rwy 18-36



CATEGORY	A	B	C	D
LNVA MDA	940-1	402 (500-1)	940-1½	402 (500-1½)
CIRCLING	960-1	1100-1	1100-1½	1100-2
	422 (500-1)	562 (600-1)	562 (600-1½)	562 (600-2)

APP CRS **359°**  
 Rwy Idg **4001**  
 TDZE **533**  
 Apt Elev **538**

# RNAV (GPS) RWY 36

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** If local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.

AWOS-3  
**118.375**

ST. LOUIS APP CON  
**125.2 281.5**

UNICOM  
**123.075(CTAF) 0**

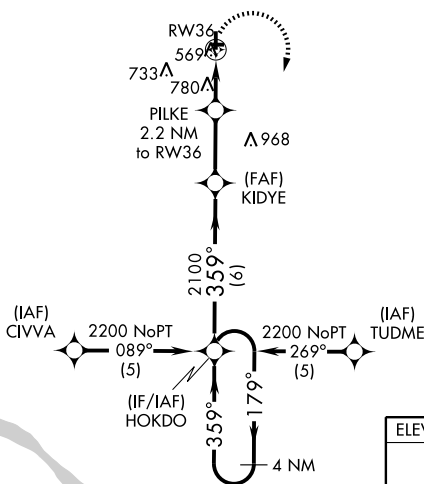
**▲** BURCK

Procedure NA for arrival at BURCK via V125 NW bound.

**▲** 1139±

Procedure NA for arrival at SUMAN via V72 NE bound.

**▲** SUMAN



ELEV **538**

4 NM Holding Pattern

**2200** ← 179°  
 359° →  
 VGSI and descent angles not coincident.

KIDYE

PILKE

2.2 NM to RW36

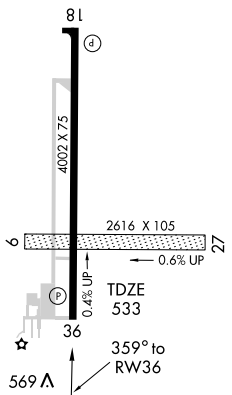
**2200** HOKDO



**2100** 3.04° TCH 40

6 NM 2.6 NM 2.2

CATEGORY	A	B	C	D
RNAV MDA	1080-1	547 (600-1)	1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)



REIL Rwy 18 **0**  
 MIRL Rwy 18-36 **0**

# AIRPORT DIAGRAM

AL-518 (FAA)

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)  
SPRINGFIELD, ILLINOIS

ATIS  
127.65 270.1  
SPRINGFIELD TOWER ★  
121.3 257.8  
GND CON  
121.9 348.6  
CLNC DEL  
121.7



RWY 04-22  
S-100, D-200, 2S-175, 2D-350  
RWY 13-31  
S-70, D-90, 2S-114, 2D-160  
RWY 18-36  
S-60, D-70, 2S-89, 2D-130

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ILLINOIS DEPT OF  
TRANSPORTATION

GOLF RAMP

FIELD  
ELEV  
598

FSDO

Non-Movement  
Area

ELEV  
590

FOXTROT  
RAMP

BAK-12/14

39° 51' N

600 X 150

ELEV  
588

BAK-12B

128.0°

TWR  
698

7400 X 150

LAHSO

LAHSO

HOT

043.0°

ELEV  
588

1000 X 150

BAK-12/14

5300 X 150

LAHSO

002.7°

ELEV  
587

36

LAHSO

8001 X 150

MIL ANG RAMP

MIL

A-1

AIR D CARRIER RAMP

LAHSO

LAHSO

LAHSO

LAHSO

LAHSO

LAHSO

LAHSO

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LAHSO

FBO

FENCE

B-4

B-3

B-2

B-1

308.0°

ELEV  
583

31

GENERAL AVIATION BRAVO RAMP

Non-Movement Area

HANGARS

CHARLIE RAMP

FBO

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

Non-Movement Area

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89° 41' W

89° 40' W

# AIRPORT DIAGRAM

SPRINGFIELD, ILLINOIS  
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

10210

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3, 26 AUG 2010 to 23 SEP 2010



## SPRINGFIELD

ABRAHAM LINCOLN CAPITAL (SPI) 3 NW UTC-6(-5DT) N39°50.65' W89°40.69'

ST LOUIS

598 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE SPI

H-5D, L-27C

RWY 04-22: H8001X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350 HIRL

IAP, AD

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 56'. Tree.

RWY 22: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 13-31: H7400X150 (ASPH-GRVD) S-70, D-90, 2S-114, 2D-160 HIRL

RWY 13: REIL. PAPI(P4R) GA 3.0° TCH 50'. Trees.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 18-36: H5300X150 (ASPH-CONC) S-60, D-70, 2S-89, 2D-130 MIRL

RWY 18: Tree. RWY 36: Tree.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	3200
RWY 22	13-31	4150
RWY 31	04-22	3350
RWY 36	13-31	3000

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 13:	TORA-7400	TODA-7400	ASDA-7217	LDA-7217
RWY 18:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300
RWY 22:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 31:	TORA-7400	TODA-7400	ASDA-7000	LDA-7000
RWY 36:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300

## ARRESTING GEAR/SYSTEM

RWY 04: BAK-14 BAK-12(B) (1329')

BAK-14 BAK-12 (1329') RWY 22

RWY 13 BAK-12(B) (800')

AIRPORT REMARKS: Attended continuously. Rwy 18-36 CLOSED 0400-1200Z†. Crane 788' (199' AGL) 2.24 NM SSE.

Be alert; a 10' lgdt barricade separates the air carrier and the south general aviation ramp. General aviation access to and parking on the air carrier ramp is prohibited. Acft on the golf ramp not visible from twr, entrance to Twy Y between hangars C and D not visible from twr, Twy Y marked with non standard signage. Acft taxiing to Rwy 04 via Twy C must taxi via Twy C, Twy H and Twy A for a full length Rwy 04 departure. Intersection departure Rwy 04 at Twy H has 7200' remaining. Acft in berm area adjacent Twy E and Twy G not visible from twr, acft in berm area taxi at own risk. Twy Y not available for air carrier ops with more than 30 passenger seats. During snow removal ops equipment operators will monitor CTAF when the twr is clsd. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 04-22, MALSR Rwy 04, Rwy 22 and Rwy 31, VASI Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and VASI Rwy 04, Rwy 22 opr continuously. MIRL Rwy 18-36 ints preset on/off per wind conditions when twr clsd. Class I ARFF Index A. AARF Index C equipment avbl upon req; call 217-788-1080. Rwy 18-36 400' concrete N end. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: ASOS (217) 789-7389. LLWAS.

COMMUNICATIONS: CTAF 121.3 ATIS 127.65 UNICOM 122.95

SPINNER RCO 122.25 (ST LOUIS RADIO)

R SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z†)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z†)

SPRINGFIELD TOWER 121.3 (1200-0400Z†) 118.6 (0400-1200Z†) GND CON 121.9 CLNC DEL 121.7

AIRSPACE: CLASS C svc 1200-0400Z† ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' at fld. 586/1W.

HUSKK NDB (MHW/LOM) 382 SP N39°46.39' W89°45.59' 043° 5.7 NM to fld.

CALDE NDB (LOM) 240 CJ N39°47.68' W89°35.56' 308° 4.9 NM to fld. Unmonitored.

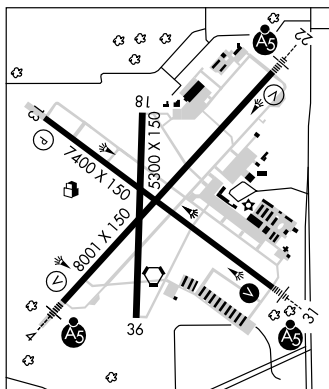
LICOL NDB (MHW/LOM) 375 LQ N39°54.72' W89°36.18' 221° 5.3 NM to fld.

ILS 109.5 I-SPI Rwy 04. Class IT. LOM HUSKK NDB. ILS unmonitored when twr clsd.

ILS 111.7 I-LQY Rwy 22. Class IA. LOM LICOL NDB. ILS unmonitored when twr clsd.

ILS 110.15 I-CJF Rwy 31. Class IE. LOM CALDE NDB. ILS unmonitored when twr clsd. Glide slope unmonitored.

ASR (1200-0400Z†)



LOC I-SPI <b>109.5</b>	APCH CRS <b>043°</b>	Rwy ldg TDZE <b>8001</b> Arpt Elev <b>598</b>
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JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

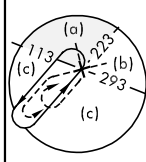
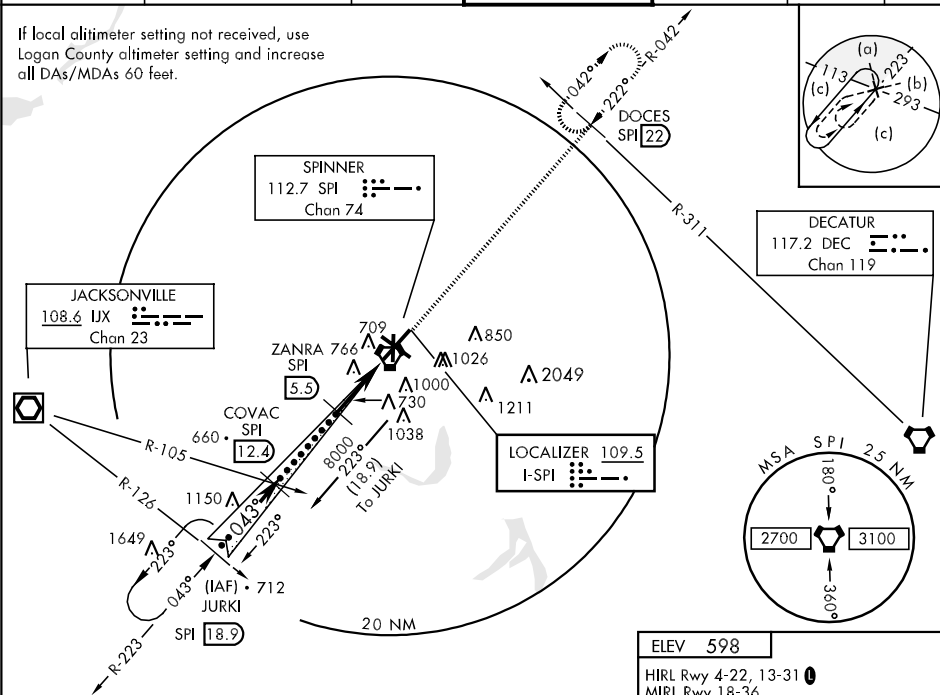
Procedure NA when tower is closed.  
\* When ALS inop, increase CAT CDE vis ¼ mile.  
\*\* When ALS inop, increase CAT CDE vis ½ mile.



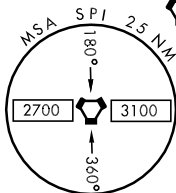
MISSED APPROACH: Climb to 1100 then climbing right turn to 8000 via hdg 050° and SPI VORTAC R-042 to DOCES INT/SPI VORTAC 22 DME and hold, continue in-hold-climb to 8000.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	UNICOM <b>122.95</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	ASR
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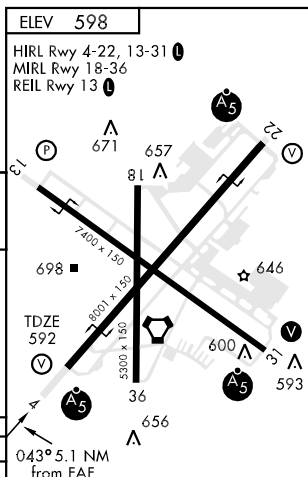
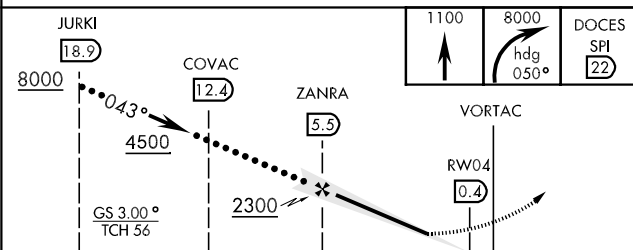
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.



DECATUR  
117.2 DEC  
Chan 119




EMERG SAFE ALT 100 NM 3100

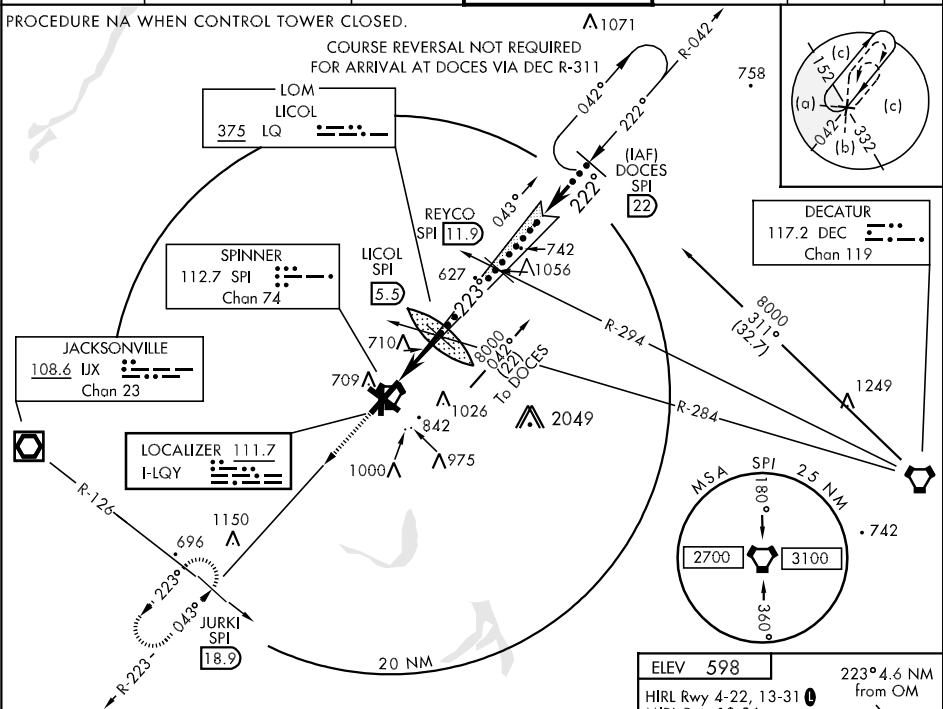


CATEGORY	C	D	E
S-ILS 4 *	792/24	200	(200-½)
S-LOC 4 **	980/24 388 (400-½)	980/40	388 (400-¾)
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

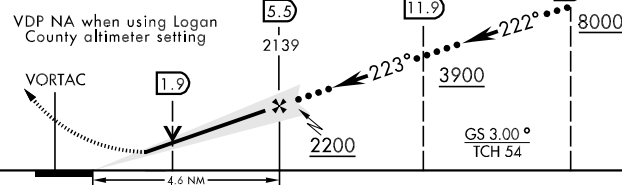
FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

LOC I-LQY <b>111.7</b>	APCH CRS <b>223°</b>	Rwy Idg <b>8001</b> TDZE <b>597</b> A rpt Elev <b>598</b>	JAL-518 [USAF]	HI-ILS OF LOC RWY 22			
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)							
<p>▲ **When ALS inop, increase CAT CDE vis ¼ mile.</p> <p>▲ **When ALS inop, increase CAT CDE vis ½ mile.</p> <p>If local altimeter setting not rcv, use Logan County altimeter setting and INCR all DAs/MDAs 60 feet.</p>			<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 8000 via hdy 230° and SPI VORTAC R-223 to JURKI INT/ SPI 18.9 DME and hold, continue climb-in-hold to 8000.</p>			
ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	UNICOM <b>122.95</b>	SPRINGFIELD TOWER ★ <b>121.3</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	ASR	

COURSE REVERSAL NOT REQUIRED




1100 ↑	8000 hdg 230°	JURKI SPI 18.9
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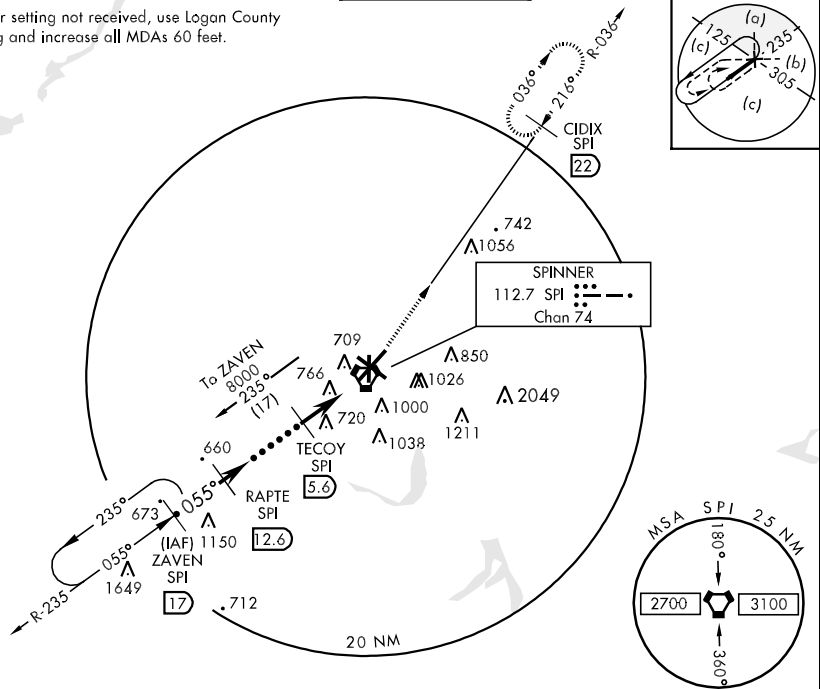
CATEGORY	C	D	E
S-ILS 22 *	797-1/2	200	(200-1/2)
S-LOC 22 **	363 960-1/2 (400-1/2)	960-3/4	363 (400-3/4)
CIRCLING	463 1060-1/2 (500-1 1/2)	603 1200-2 (700-2)	783 1380-2 3/4 (800-2 3/4)

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

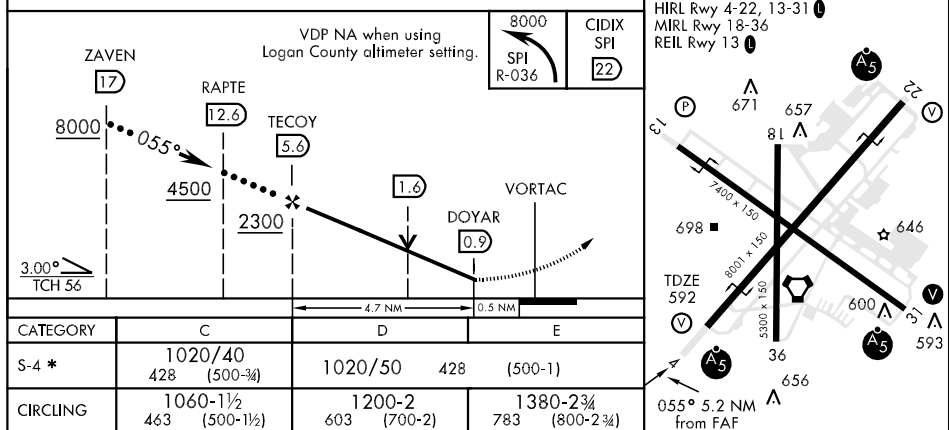
HI-VOR/DME or TACAN RWY 4

VORTAC SPI <b>112.7</b> Chan <b>74</b>		APCH CRS <b>055°</b>		Rwy Idg <b>8001</b> TDZE <b>592</b> Arpt Elev <b>598</b>		JAL-518 [USAF]		HI-VOR/DME of TACAN RWY 4				
						SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)						
<div>▼ * For inop MALS, increase CAT CDE vis ½ mile.</div>						<div>MALS </div>		<div>MISSED APPROACH: Climb to 8000 via SPI VORTAC R-036 to CIDI/22 DME and hold. Continue climb-in-hold to 8000.</div>				
ATIS <b>127.65 270.1</b>		SPRINGFIELD APP CON ★ <b>118.6 323.0</b>		UNICOM <b>122.95</b>		SPRINGFIELD TOWER ★ <b>121.3</b> (CTAF) <b>0 257.8</b>		GND CON <b>121.9 348.6</b>		CLNC DEL <b>121.7</b>		ASR

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

Amdt 4 10210

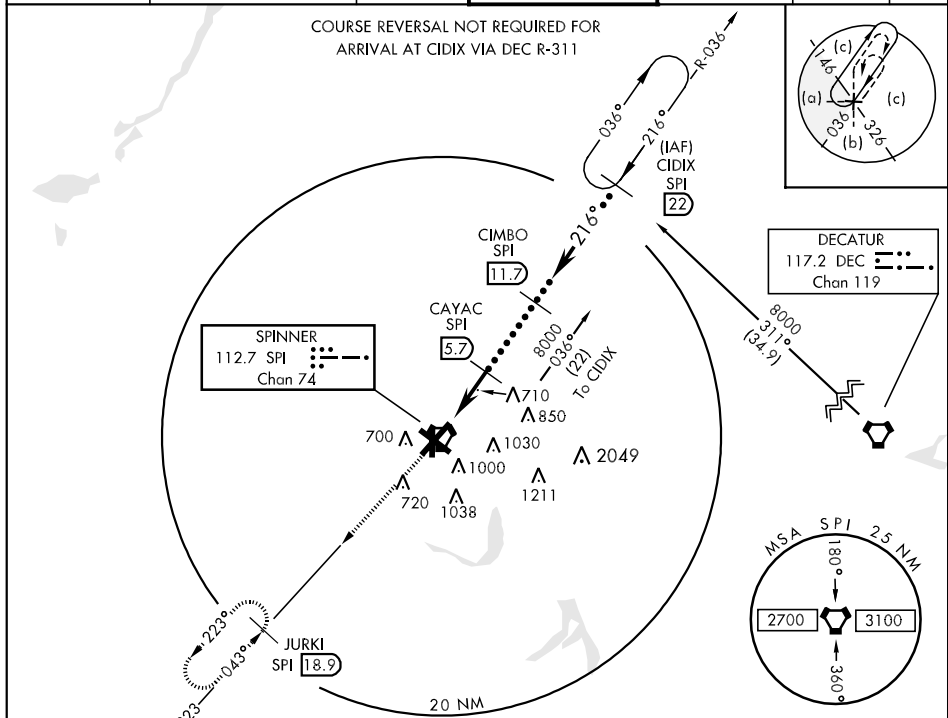
HI-VOR/DME or TACAN RWY 4

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

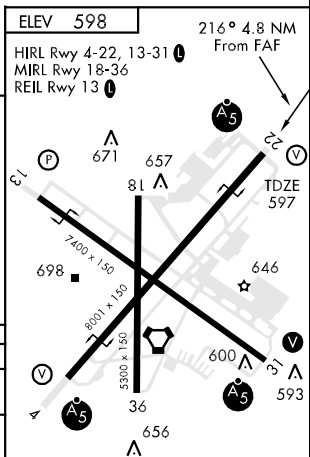
VORTAC SPI 112.7 Chan 74	APCH CRS 216°	Rwy ldg TDZE 8001 597 Arpt Elev 598	JAL-518 [USAF]	SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)
* When ALS inop, increase CAT C vis ½ mile, CAT DE vis ¼ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all MDAs 60 feet.			MALSR A5	MISSED APPROACH: Climb to 8000 via SPI VORTAC R-223 to JURKI/18.9 DME and hold, continue climb-in-hold to 8000.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	ASR
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EMERG SAFE ALT 100 NM 3100

8000 SPI R-223	JURKI SPI 18.9	VDP NA when using Logan County altimeter setting.			CIDIX 22
VORTAC	HEKOL 1.9	CAYAC 5.7	CIMBO 11.7	3400	8000
4.8 NM $\leq 3.05^\circ$ TCH 54					
CATEGORY	C	D	E		
S-22 *	960-½ 363 (400-½)	960-1 363 (400-1)			
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)		



LOC I-SPI <b>109.5</b>	APP CRS <b>043°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>592</b> <b>597</b>
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ILS or LOC RWY 4

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

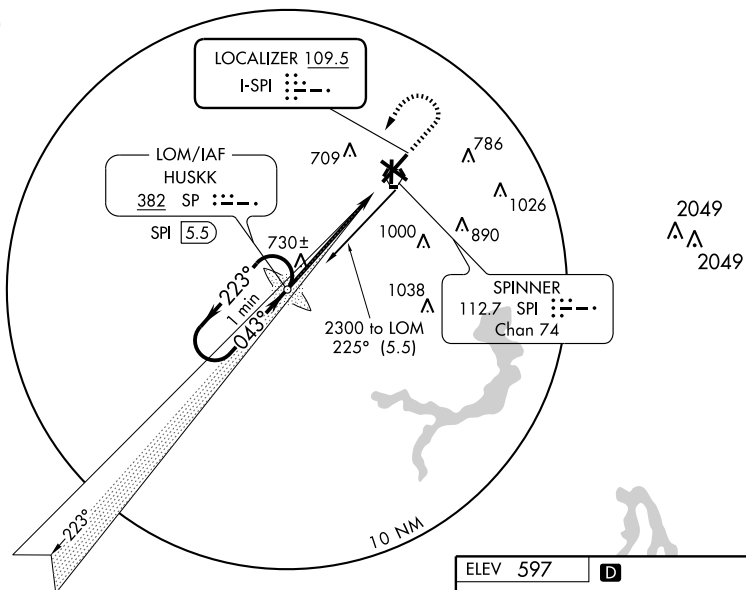
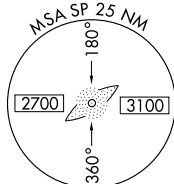
**ASR** If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED.  
\*RVR 1800 authorized with the use of FD or AP or HUD to DA.



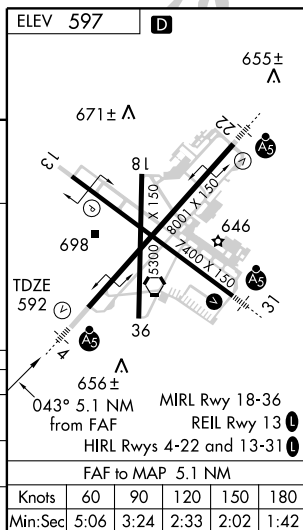
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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ADF or DME REQUIRED



One Minute Holding Pattern		LOM SPI <u>5.5</u>	1500 ↑	2300 ↶	SP ○ <u>382</u>
		2297			
GS 3.00° TCH 56		5.1 NM			
CATEGORY	A	B	C	D	
S-ILS 4	* 792/24 200 (200-½)				
S-LOC 4	980/24 388 (400-½)			980/40 388 (400-¾)	
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	




LOC I-LQY	APP CRS	Rwy Idg	<b>8001</b>
<b><u>111.7</u></b>	<b>223°</b>	TDZE	<b>598</b>
		Apt Elev	<b>598</b>

ILS or LOC RWY 22

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

**T** ADF or RADAR Required. When local altimeter setting not received, use  
**A** Lincoln altimeter setting and increase all DA 57 feet and all MDA 60 feet,  
ASR and increase S-LOC 22 Cat C visibility  $\frac{1}{4}$  mile.

<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1500 then climbing right turn to 2700 via SPI VORTAC R-235 to CUBVO Int/SPI 12 DME and hold.
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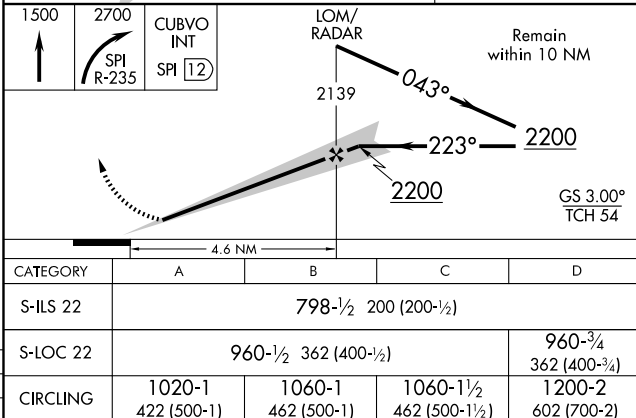
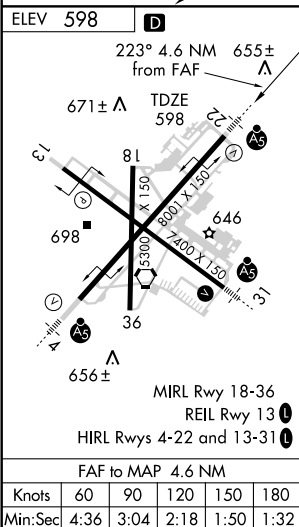
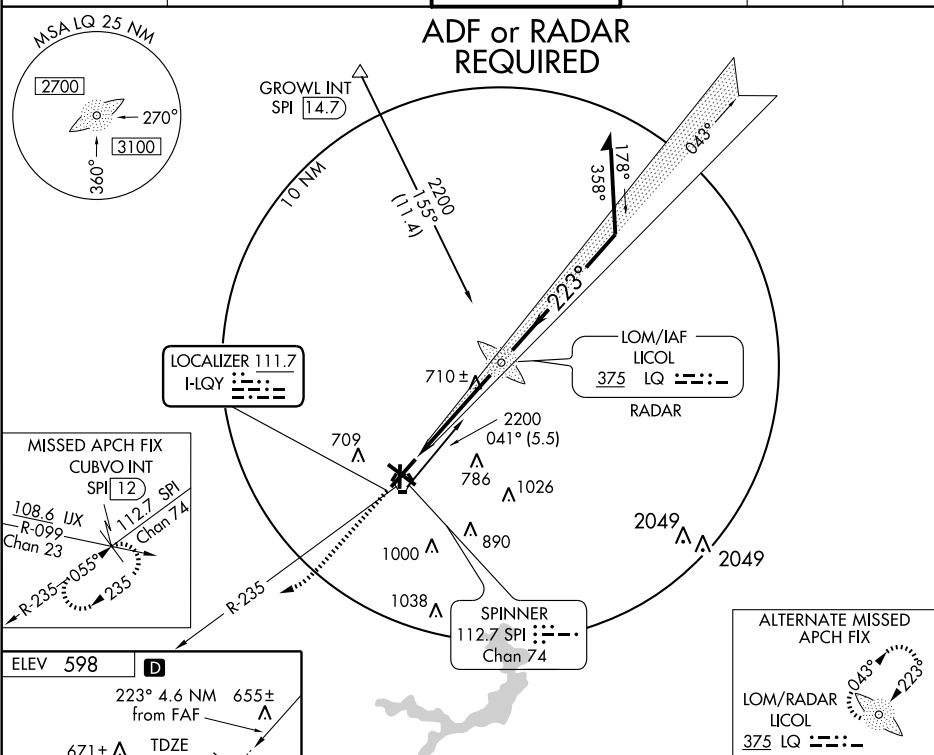
ATIS  
127.65 270.1

SPRINGFIELD APP CON ★  
118.6 323.0

SPRINGFIELD TOWER ★  
121.3(CTAF) 257.8

GND CON  
121.9 348.6

CLNC DEL  
**121.7**

UNICOM  
122.95

SPRINGFIELD, ILLINOIS

Amdt 9 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

ILS or LOC RWY 22

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010

LOC I-CJF <b>110.15</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>590</b> <b>597</b>
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## ILS or LOC RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

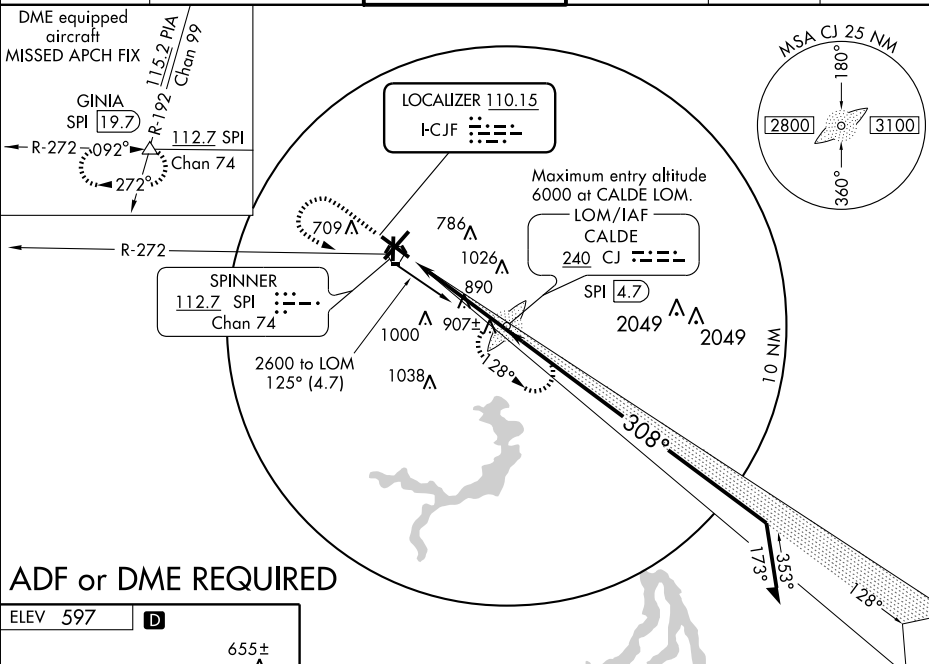
**ADF or DME REQUIRED.**  
**NA** If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.  
**ASR** For inoperative MALS, increase S-ILS-31 Cat. E visibility to  $\frac{3}{4}$  and S-LOC-31 Cat. E visibility to  $2\frac{1}{4}$ .

MALS

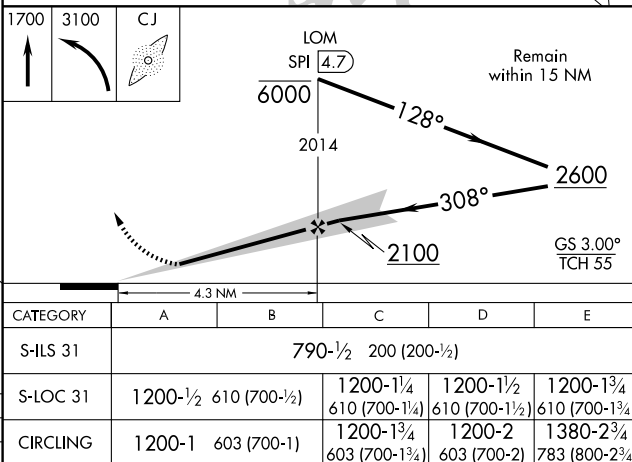
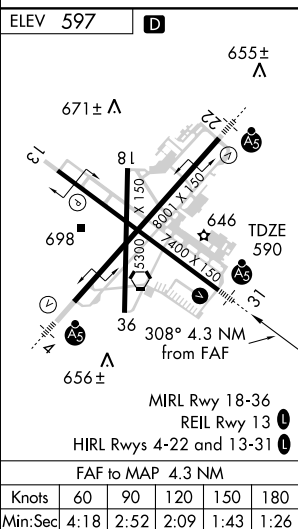


**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA Int/SPI 19.7 DME and hold.)

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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## ADF or DME REQUIRED





WAAS CH <b>70309</b> <b>W04A</b>	APP CRS <b>043°</b>	Rwy Idg <b>8001</b> TDZE <b>592</b> Apt Elev <b>597</b>
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# RNAV (GPS) RWY 4

## SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
**A** If local altimeter setting not received, use Logan County altimeter setting and  
 ASR increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan  
 County altimeter setting. For inoperative MALSR, increase LPV visibility to RVR  
 5000 all Cats and LNAV Cat. D visibility to RVR 6000.

MALSR

**MISSED APPROACH:** Climb to 2600 direct REYCO and hold.

ATIS  
127.65 270.1

SPRINGFIELD APP CON ★  
118-6 323-0

SPRINGFIELD TOWER ★  
121.3(CTAF) 257.8

GND CON  
121.9 348.6

CLNC DEL  
**121.7**


UNICOM  
122.95

Procedure NA for arrivals at  
GINIA via V50 Westbound.

(IAF)  
GINIA

2700 NoPT  
131°  
(14.7)

### Procedure NA for arrivals at AUBUR via V69 Southbound.



MISSED APCH FIX  
4 NM  
043°  
223°  
REYCO

4 NM  
Holding Pattern

COVAC

$$2700 \xleftarrow{223^\circ}$$

2300

NRA

\*1.1 NM  
to RW04 RW04

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 56}$$

A horizontal line representing a DNA molecule of total length 120 nm. The line is divided into three segments by two vertical tick marks. The first segment on the left is labeled "69 nm", the middle segment is labeled "41 nm", and the third segment on the right is labeled "11 nm".

CATEGORY	A	B	C	D
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LPV	DA	854/24	262 (300-½)
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LNAV/ VNAV	DA	931/40	339 (400-3/4)
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LNAV MDA	980/24 388 (400-½)	980/50 388 (400-1)
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CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)
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ELEV 597

**D**

MIRL Rwy 18-36  
REIL Rwy 13 L  
s 4-22 and 13-31 L

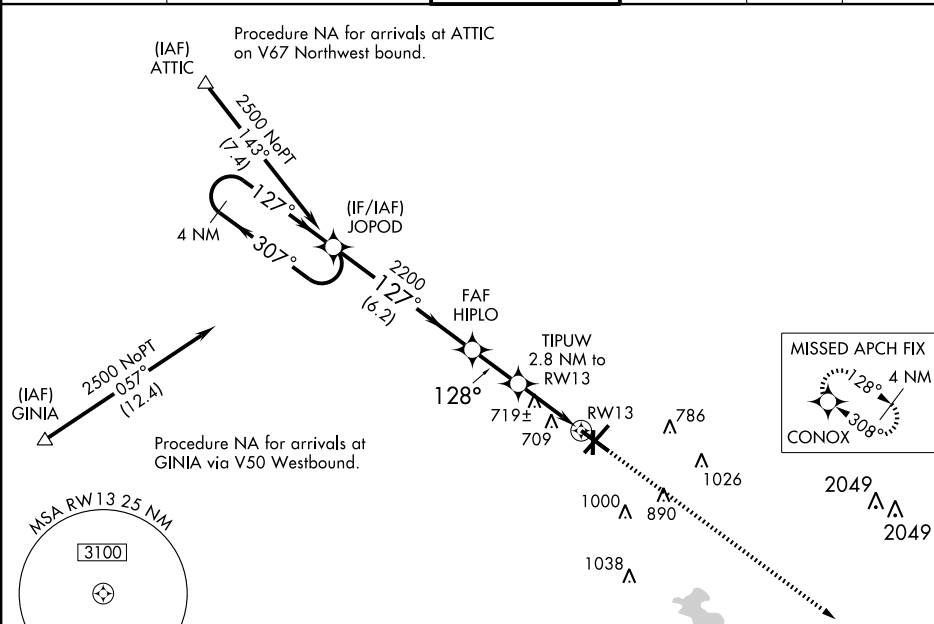
WAAS CH <b>99616</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg TDZE <b>592</b> Apt Elev <b>598</b>	<b>7217</b> <b>592</b> <b>598</b>
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## RNAV (GPS) RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).</p> <p>▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Lincoln altimeter setting. VDP NA when using Lincoln altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3100 direct CONOX and hold.</p>
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ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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<div>4 NM Holding Pattern</div> <div>JOPOD</div> <div>3100</div> <div>CONOX</div> <div>128° to RW13</div> <div>671± Δ</div>					<div>655± Δ</div>																			
<div>2500</div> <div>← 307°</div> <div>127° →</div> <div>127°</div> <div>2200</div> <div>HIPLO</div> <div>2200</div> <div>TIPUW</div> <div>2.8 NM to RW13</div> <div>* LNAV Only</div> <div>* 1.1 NM to RW13</div> <div>RW13</div> <div>128°</div> <div>1520</div> <div>GS 3.00°</div> <div>TCH 50</div>					<div>81</div> <div>22</div> <div>TDZE 592</div> <div>698</div> <div>5300</div> <div>800' X 150'</div> <div>7400' X 150'</div> <div>36</div> <div>646</div> <div>656± Δ</div>																			
CATEGORY					A					B					C					D				
LPV DA					875-1 283 (300-1)																			
LNAV/VNAV DA					1011-1½ 419 (500-1½)																			
LNAV MDA					980-1 388 (400-1)										980-1¼ 388 (400-1¼)									
CIRCLING					1020-1 422 (500-1)					1060-1 462 (500-1)					1060-1½ 462 (500-1½)					1200-2 602 (700-2)				
<div>ELEV 598</div> <div>D</div> <div>MIRL Rwy 18-36</div> <div>REIL Rwy 13 0</div> <div>HIRL Rwy 4-22 and 13-31 0</div>																								

SPRINGFIELD, ILLINOIS

Amdt 1 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

RNAV (GPS) RWY 13

WAAS CH <b>81809</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg TDZE <b>597</b> Apt Elev <b>597</b>
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## RNAV (GPS) RWY 22

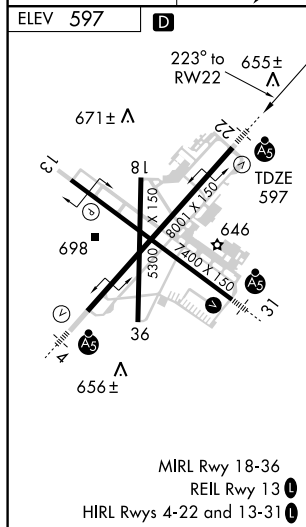
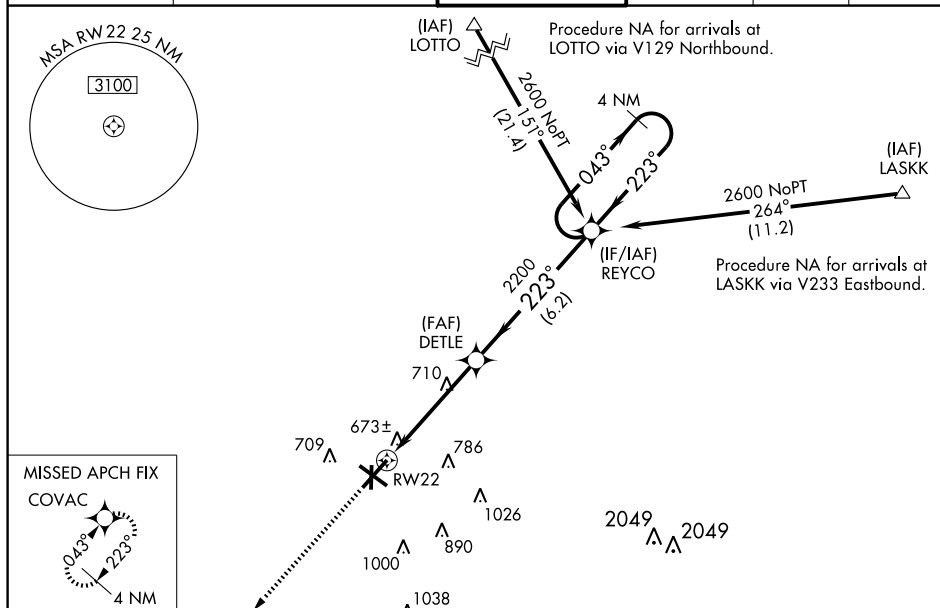
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
 If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALS, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1¼.



**MISSED APPROACH:** Climb to 2700 direct COVAC and hold.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 597	<b>D</b>	2700	COVAC	REYCO	4 NM Holding Pattern	043° → 2600	← 223°	GS 3.00° TCH 54
*LNAV only.								
1 NM to RW22								
RW22								
1 NM 3.8 NM 6.2 NM								
CATEGORY	A		B		C		D	
LPV DA	883-½		286 (300-½)					
LNAV/VNAV DA	941-¾		344 (400-¾)					
LNAV MDA	960-½		363 (400-½)				960-1 363 (400-1)	
CIRCLING	1020-1¼ 423 (500-1¼)		1060-1¼ 463 (500-1¼)		1060-1½ 463 (500-1½)		1200-2 603 (700-2)	

WAAS CH <b>90124</b> <b>W31A</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>590</b> <b>597</b>
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# RNAV (GPS) RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

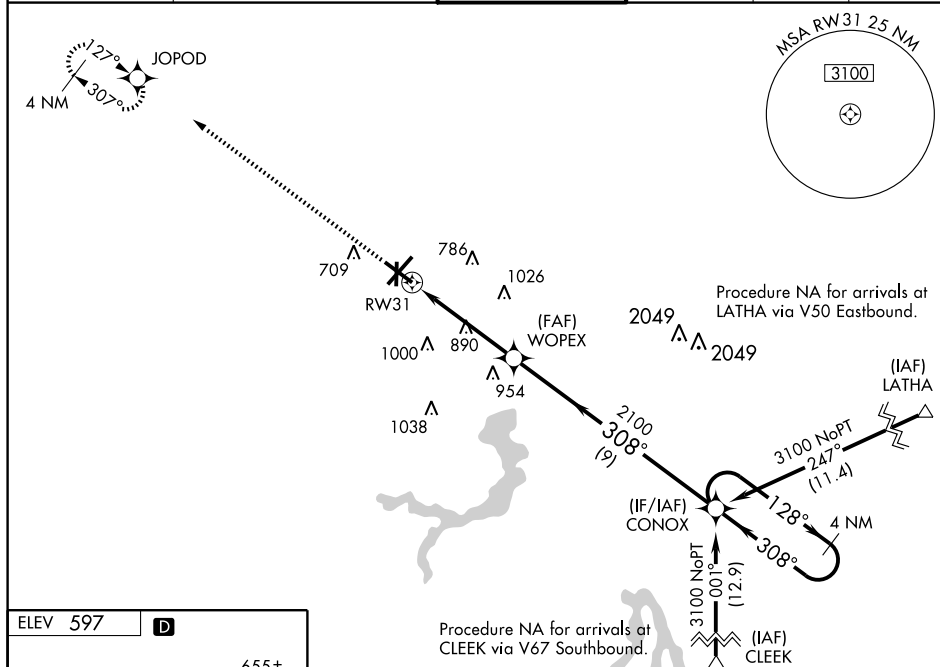
**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
 If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat. D visibility to 1.

MALSR



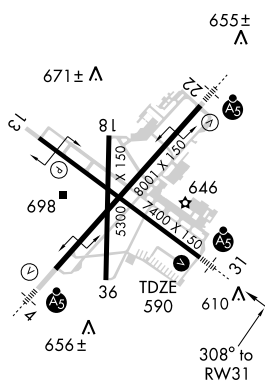
**MISSED APPROACH:** Climb to 2500 direct JOPOD and hold.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3(CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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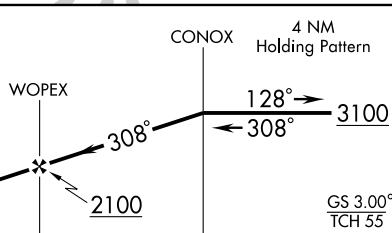
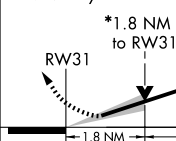


ELEV 597

D



\*LNAV only.



CATEGORY	A	B	C	D
LPV DA	840-½ 250 (300-½)			
LNAV/VNAV DA	865-½ 275 (300-½)			865-¾ 275 (300-¾)
LNAV MDA	1200-½ 610 (700-½)	1200-¼ 610 (700-¼)	1200-1½ 610 (700-1½)	1200-2 603 (700-2)
CIRCLING	1200-1 603 (700-1)	1200-1¾ 603 (700-¾)	1200-2 603 (700-2)	1200-2 603 (700-2)

VORTAC SPI  
112.7  
Chan 74

APP CRS  
055°

Rwy Idg  
TDZE  
Apt Elev

8001  
593  
598

VOR/DME RWY 4

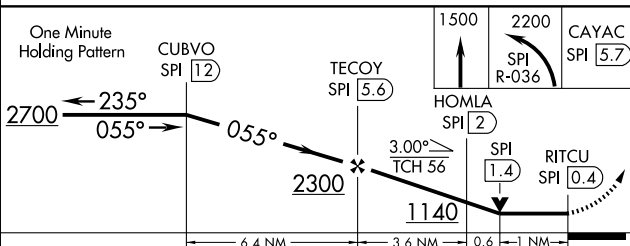
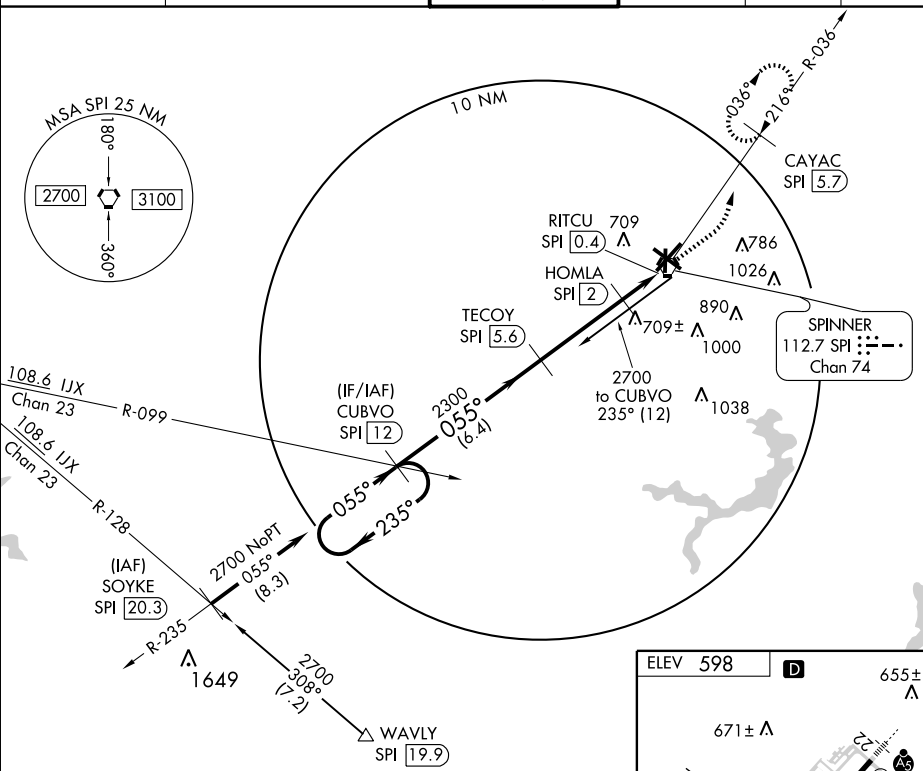
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase S-4 Cat C visibility to RVR 4000.  
For inoperative MALSR, increase S-4 Cat D visibility to RVR 6000.  
ASR VDP NA when using Lincoln altimeter setting.

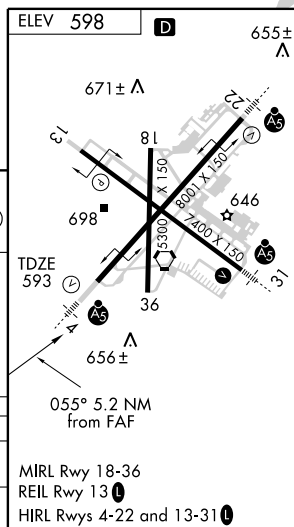


MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 via SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	960/24 367 (400-½)			960/50 367 (400-1)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (600-2)



VORTAC SPI <b>112.7</b> Chan <b>74</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>7217</b> <b>592</b> <b>598</b>
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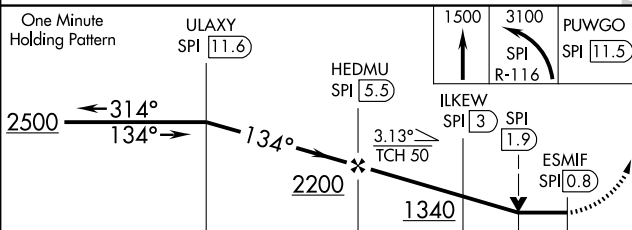
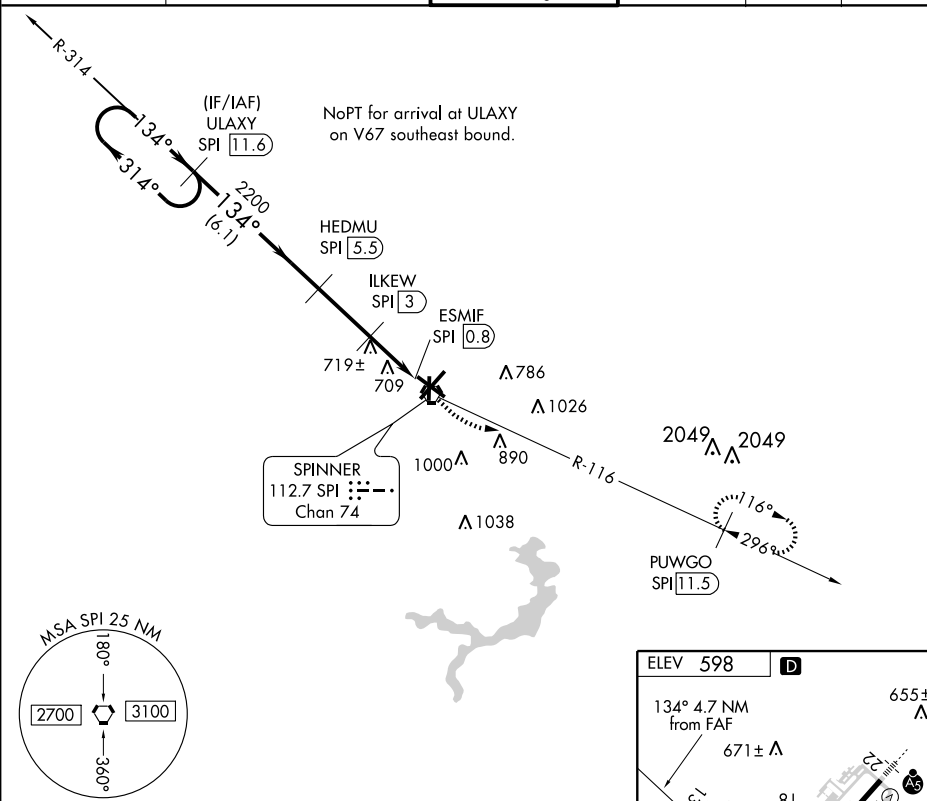
# VOR/DME RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

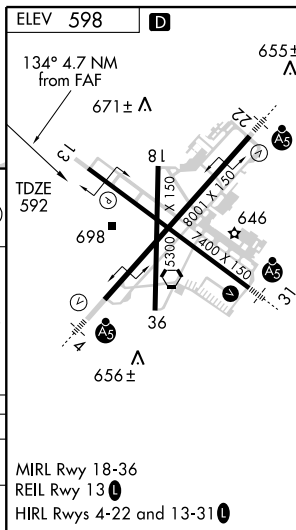
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile. VDP NA when using ASR Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-13	980-1	388 (400-1)		980-1¼ 388 (400-1¼)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)



VORTAC SPI <b>112.7</b> Chan <b>74</b>	APP CRS <b>216°</b>	Rwy ldg TDZE <b>597</b> Apt Elev <b>597</b>
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VOR/DME RWY 22

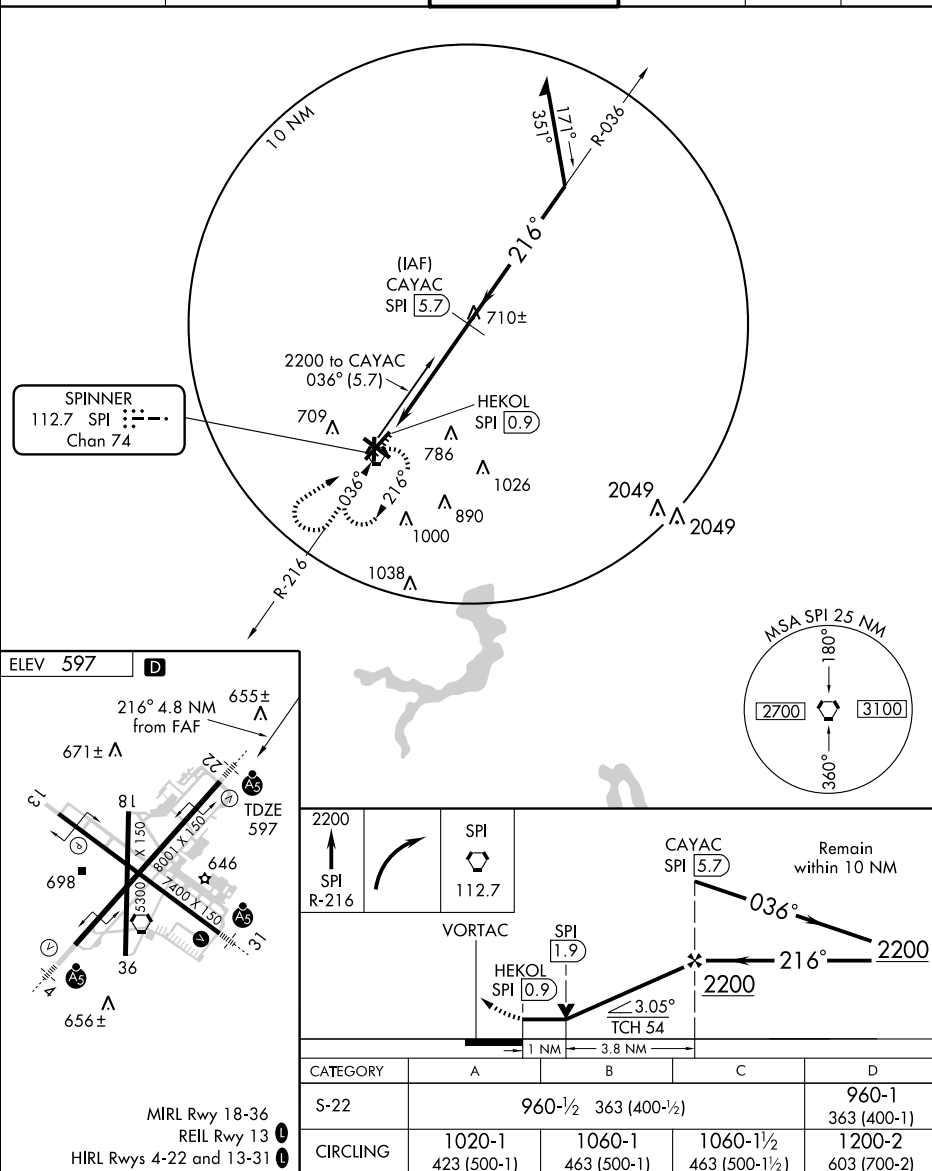
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

**▼** If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. For inoperative MALSR, increase S-22 Cat. D visibility to 1½. VDP NA when using Logan County altimeter setting.



**MISSED APPROACH:** Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.

ATIS <b>127.65 270.1</b>	SPRINGFIELD APP CON ★ <b>118.6 323.0</b>	SPRINGFIELD TOWER ★ <b>121.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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VORTAC SPI <b>112.7</b> Chan <b>74</b>	APP CRS <b>296°</b>	Rwy Idg <b>7000</b> TDZE <b>590</b> Apt Elev <b>598</b>
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VOR/DME RWY 31

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

**T** When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet.

**A** VDP NA when using Lincoln altimeter setting.

ASR

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2500 via SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

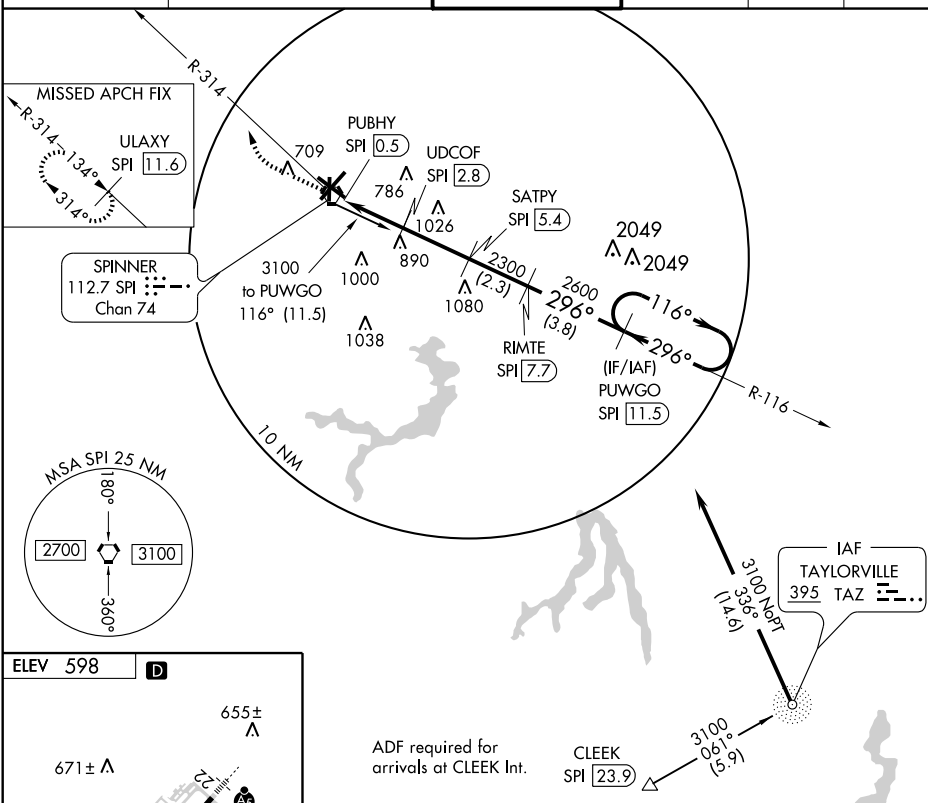
ATIS  
127.65 270.1

SPRINGFIELD APP CON ★  
118.6 323.0

SPRINGFIELD TOWER ★  
121.3(CTAF) **L** 257.8

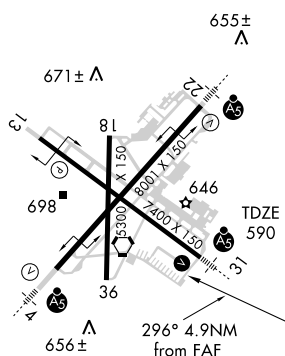
GND CON  
**121.9 348.6**

CLNC DEL  
**121,7**

UNICOM  
122.95

ELEV	598
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**D**



MIRL Rwy 18-36

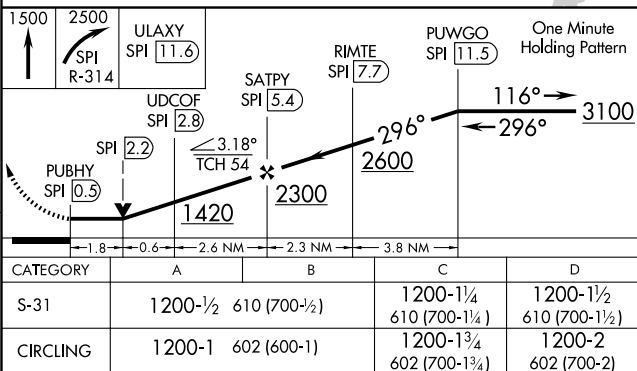
REIL Rwy 13 **L**

HIRL Rwys 4-22 and 13-31 **L**

ADF required for arrivals at CLEEK Int.

CLEEK  
SPI 23.9

## One Minute Holding Pattern



SPRINGFIELD, ILLINOIS

Orig 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

VOR/DME RWY 31

EC-3, 26 AUG 2010 to 23 SEP 2010

EC-3. 26 AUG 2010 to 23 SEP 2010



## RUSHVILLE

**SCHUY—RUSH** (5K4) 1 W UTC-6(-5DT) N40°07.05' W90°35.42'

CHICAGO

665 TPA—1465(800) NOTAM FILE STL

**RWY 09-27:** 3565X100 (TURF) LIRL (NSTD)

**RWY 09:** Thld dsplcd 305'. Road. **RWY 27:** Thld dsplcd 463'. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27—CTAF. Rwy 09-27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09-27 dsplcd thld marked with white gravel both ends of rwy.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**SACKMAN FLD** (See COLUMBIA)

## ST JACOB

**ST LOUIS METRO—EAST/SHAHER FLD** (3K6) 2 N UTC-6(-5DT) N38°43.97' W89°48.39'

ST LOUIS

477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL

L-27C, A

**RWY 13-31:** H2662X50 (ASPH) MIRL 0.3% up NW

IAP

**RWY 13:** Thld dsplcd 127'. Road. **RWY 31:** Pole.

**AIRPORT REMARKS:** Attended continuously. For noise abatement procedures ctc arpt manager 618-644-5411. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

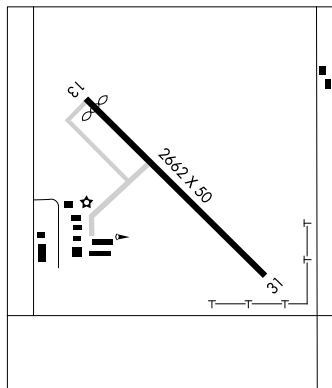
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **SAINT LOUIS APP/DEP CON** 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**TROY (L) VORTACW** 116.0 TOY Chan 107 N38°44.35'

W89°55.12' 090° 5.3 NM to fld. 570/4E.



**ST LOUIS DOWNTOWN** (See CAHOKIA—ST LOUIS)

**ST LOUIS METRO—EAST/SHAHER FLD** (See ST JACOB)

**ST LOUIS RGNL** (See ALTON/ST LOUIS)

**SALEM—LECKRONE** (SLO) 2 NW UTC-6(-5DT) N38°38.57' W88°57.85'

ST LOUIS

573 B S4 FUEL 100LL NOTAM FILE SLO

L-27C

**RWY 18-36:** H4098X75 (ASPH) S-12 MIRL

IAP

**RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.

**RWY 36:** PAPI(P4R)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18-36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (618) 548-0469.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY CENTER APP/DEP CON** 127.7

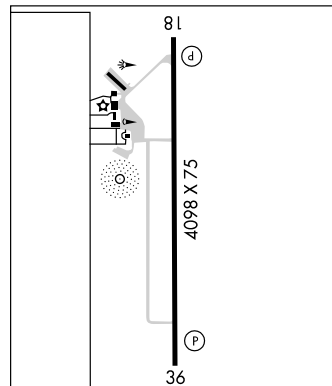
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 030° 16.2 NM to fld.

546/4E. HIWAS.

**NDB (MHW) 400 SLO** N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.



VORTAC TOY <b>116.0</b> Chan <b>107</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>477</b>
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**VOR or GPS-A**

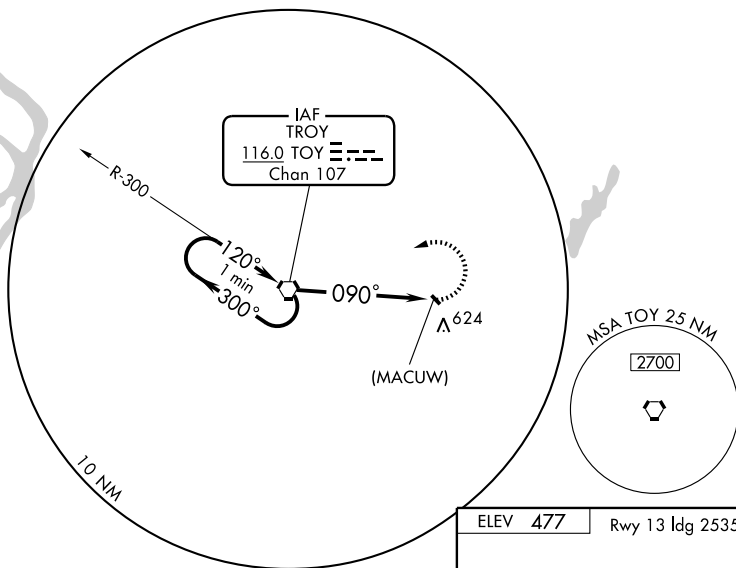
ST JACOB/ST LOUIS METRO-EAST/SHAHER FIELD (3K6)

▼  
▲ NA Use Scott AFB/Midamerica altimeter setting.

MISSED APPROACH: Climbing left turn to 2300  
direct TOY VORTAC and hold.

ST LOUIS APP CON  
**124.2 353.9**

UNICOM  
**122.8** (CTAF) **0**



▲ 1093

One Minute  
Holding Pattern

VORTAC

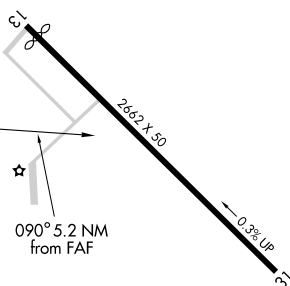
2300

TOY

116.0

2300 ← 300°  
120° →

(MACUW)  
TOY **5.2**

MRL Rwy 13-31 **0**

CATEGORY	A	B	C	D
CIRCLING	1040-1	560 (600-1)	1040-1½ 560 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

## STERLING/ROCKFALLS

**WHITESIDE CO ARPT—JOS H BITTORF FLD** (SQI) 2 S UTC-6(-5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H-5D, L-28G

RWY 07-25: H6498X150 (ASPH-PFC) S-50, D-60, 2D-90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18-36: H3900X100 (ASPH-GRVD) S-18 MIRL

RWY 18: REIL. Brush. RWY 36: REIL. Road.

**AIRPORT REMARKS:** Attended Oct-Apr 1400-0000Z†, May-Sep

1400-0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07-25;

MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (815) 626-2704.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

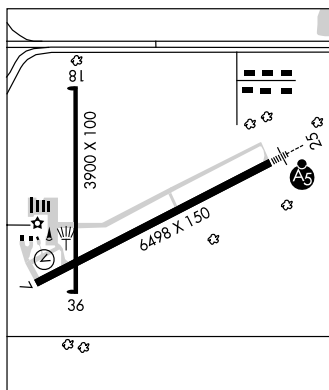
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**POLO (L) VOR/DME** 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.**

**NDB (MHW)** 254 **BOZ** N41°42.67' W89°47.14' 068° 5.3 NM to fld.

**ILS** 111.5 I-SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



**TAYLORVILLE MUNI** (TAZ) 2 SW UTC-6(-5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L-27C

RWY 18-36: H4001X75 (ASPH-PFC) MIRL

IAP

RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(PSIL)—GA 3.0° TCH 34'. Tree.

RWY 09R-27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(PSIL)—GA 3.0° TCH 26'. Trees. Rgt tfc.

RWY 27L: REIL. PVASI(PSIL)—GA 4.0° TCH 33'. Tree.

RWY 09L-27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sun 1400-0000Z†. Fuel 100LL and JET A self svc with credit card. Parachute Jumping. 172' high

water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L-27R 1222(600). PVASI left side of Rwy 18 750' from

apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld and dspcd thld marked with L-shaped white rock. Rwy

18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L

PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18-36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R-27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and

REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 395 TAZ (217) 824-9323.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

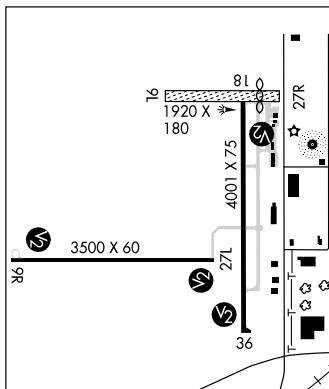
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z†)

**KANSAS CITY CENTER APP/DEP CON** 124.3 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

**SPINNER (H) VORTACW** 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

**NDB (MHW)** 395 **TAZ** N39°32.17' W89°19.42' at fld. **AWOS-3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



**TINLEY PARK HELISTOP** (See CHICAGO/TINLEY PARK)




**TRI-COUNTY** (See YATES CITY)

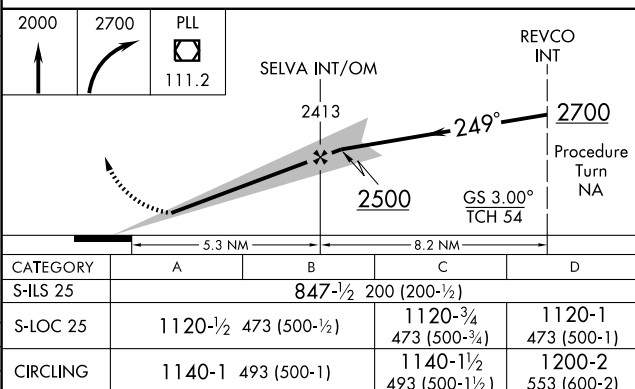
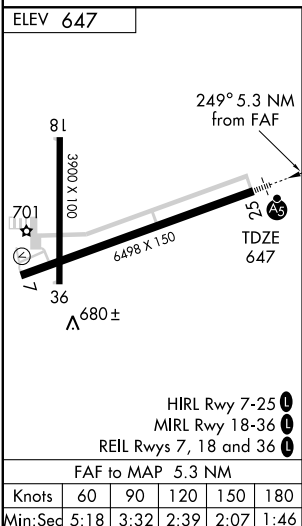
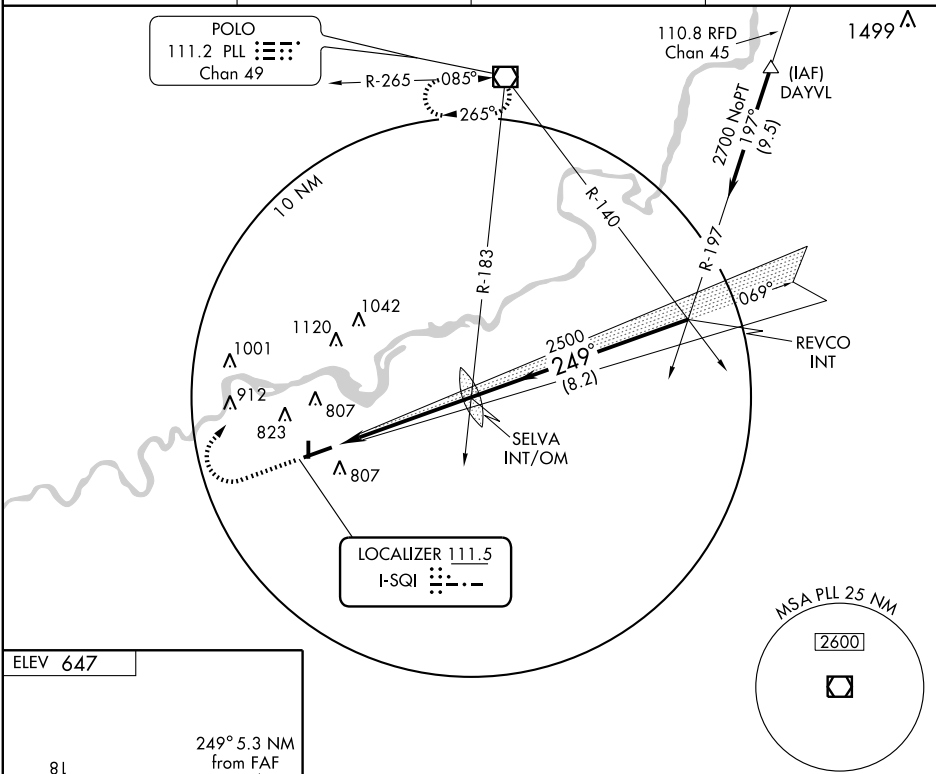
**TRI-TOWNSHIP** (See SAVANNA)

## ILS RWY 25

STERLING ROCKFALLS/  
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

LOC I-SQI <b><u>111.5</u></b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6498</b> <b>647</b> <b>647</b>
----------------------------------	------------------------	-----------------------------	---

 NA		 MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.	
AWOS-3 <b>119.175</b>	ROCKFORD APP CON <b>126.0 327.0</b>	CLNC DEL <b>128.0</b>	UNICOM <b>123.0</b> (CTAF) 	



STERLING ROCKFALLS, ILLINOIS

Amdt 10 08325

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORE FIELD (SQI)

41° 45'N-89° 41'W STERLING ROCKFALLS/

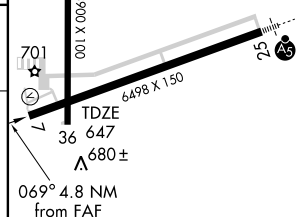
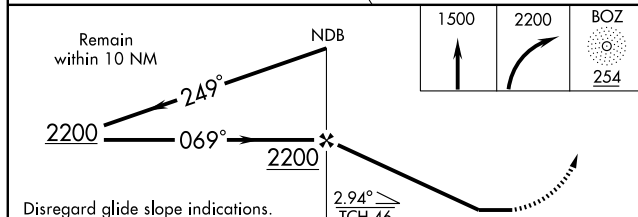
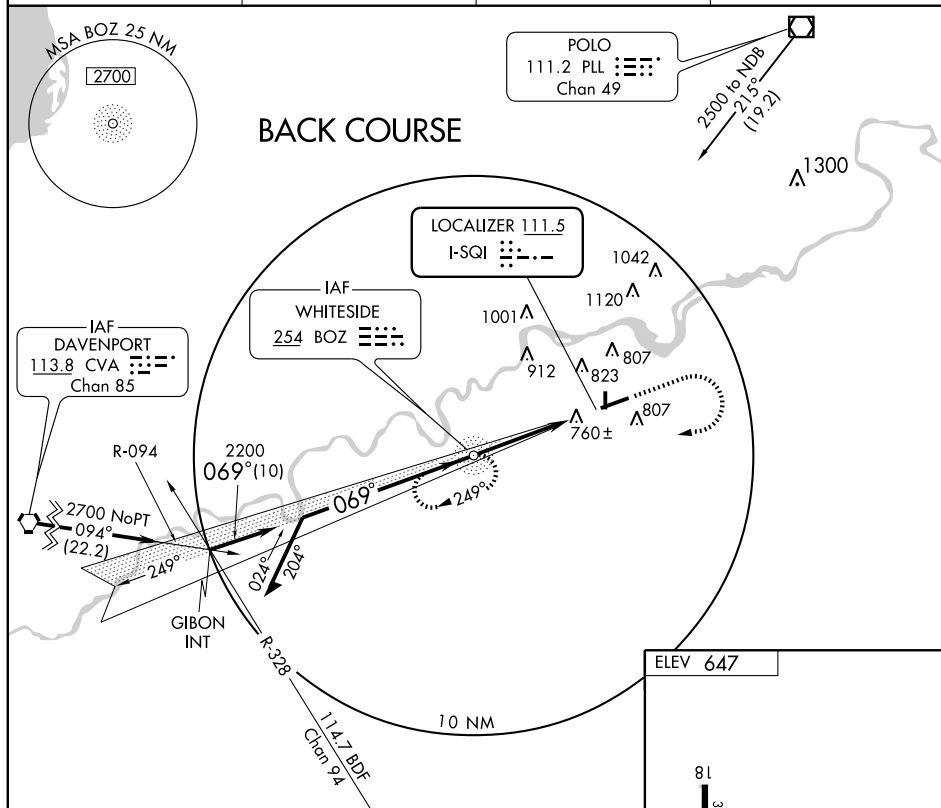
ILS RWY 25

LOC I-SQI **111.5**  
 APP CRS **069°**  
 Rwy Idg **6498**  
 TDZE **647**  
 Apt Elev **647**

STERLING ROCKFALLS/  
 WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

LOC BC RWY 7

NA		ADF REQUIRED		MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.	
AWOS-3 <b>119.175</b>		ROCKFORD APP CON <b>126.0 327.0</b>		CINC DEL <b>128.0</b>	UNICOM <b>123.0</b> (CTAF)



CATEGORY	A	B	C	D
S-7	1020-1 373 (400-1)			1020-1¼ 373 (400-1¼)
CIRCLING	1140-1 493 (500-1)	1140-1½ 493 (500-1½)	1200-2 553 (600-2)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

STERLING ROCKFALLS, ILLINOIS

Amdt 5A 08325

41° 45' N-89° 41' W

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

STERLING ROCKFALLS/

LOC BC RWY 7

NDB BOZ	APP CRS	Rwy Idg	<b>6498</b>
<b><u>254</u></b>	<b>069°</b>	TDZE	<b>648</b>
		Apt Elev	<b>648</b>

STERLING ROCKFALLS/  
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

# NDB RWY 7



When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet.  
 Visibility reduction by helicopters NA.

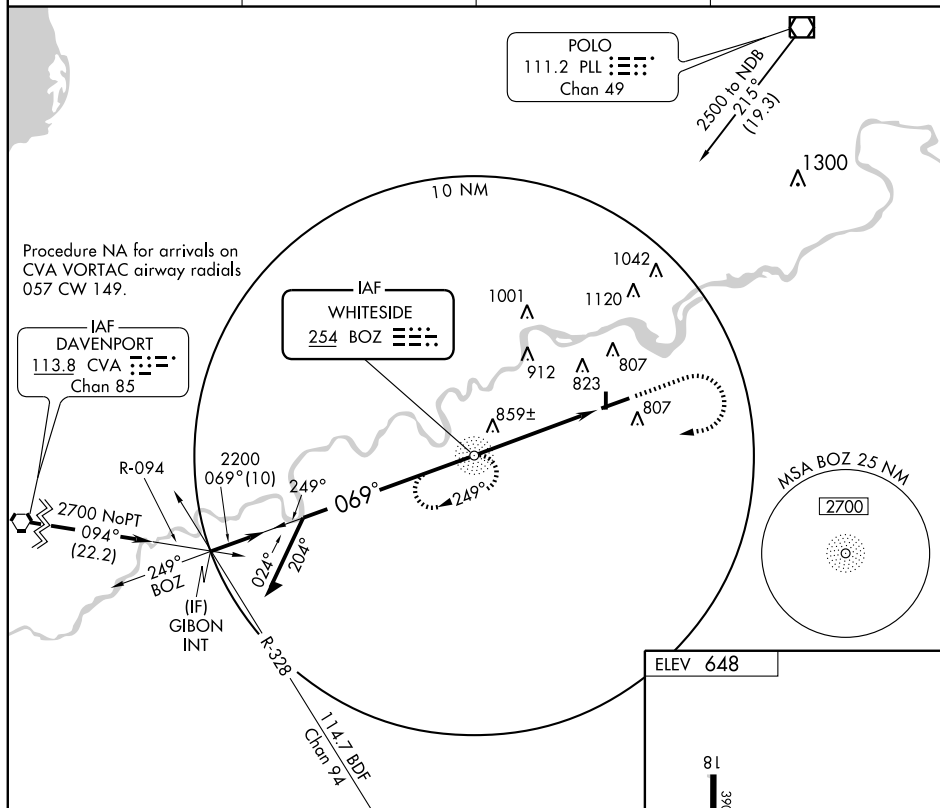
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3  
119.175

ROCKFORD APP CON  
126.0 327.0

CLNC DE  
**128.0**

UNICOM  
123.0 (CTAF) **L**



Remain  
within 10 NM

ND

2200

040°

2200

2.93° 

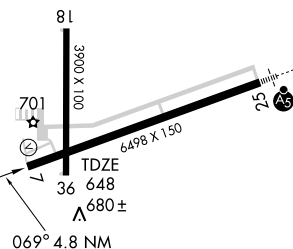
TCH 46

150

220

BOZ

ELEV 648

HIRL Rwy 7-25 **L**

MIRL Rwy 18-36 L

REIL Rwy 7, 18 and 36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

STERLING ROCKFALLS, ILLINOIS

Amdt 6 08325

41° 45' N-89° 41' W

WHITESIDE COUNTY AIRPORT- JOSEPH H. BITTORE FIELD (SQT)

STERLING ROCKFALLS/

NDB RWY 7

APP CRS  
**069°**

Rwy Idg **6498**  
TDZE **648**  
Apt Elev **648**

# RNAV (GPS) RWY 7

STERLING ROCKFALLS/  
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQ1)

**⚠** When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and increase LNAV Cat. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Clinton altimeter setting.

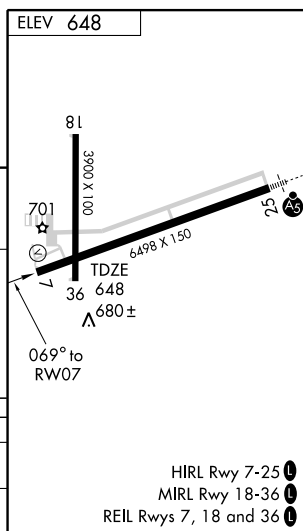
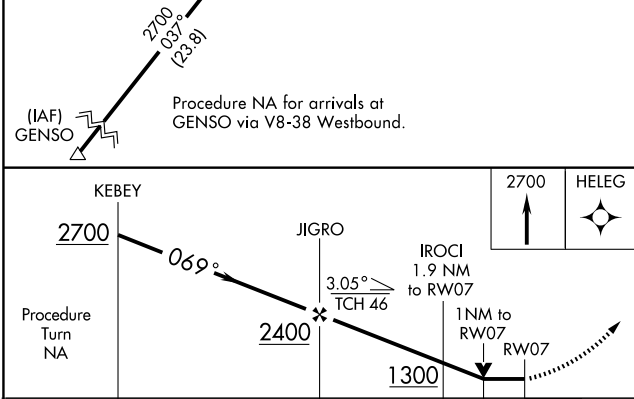
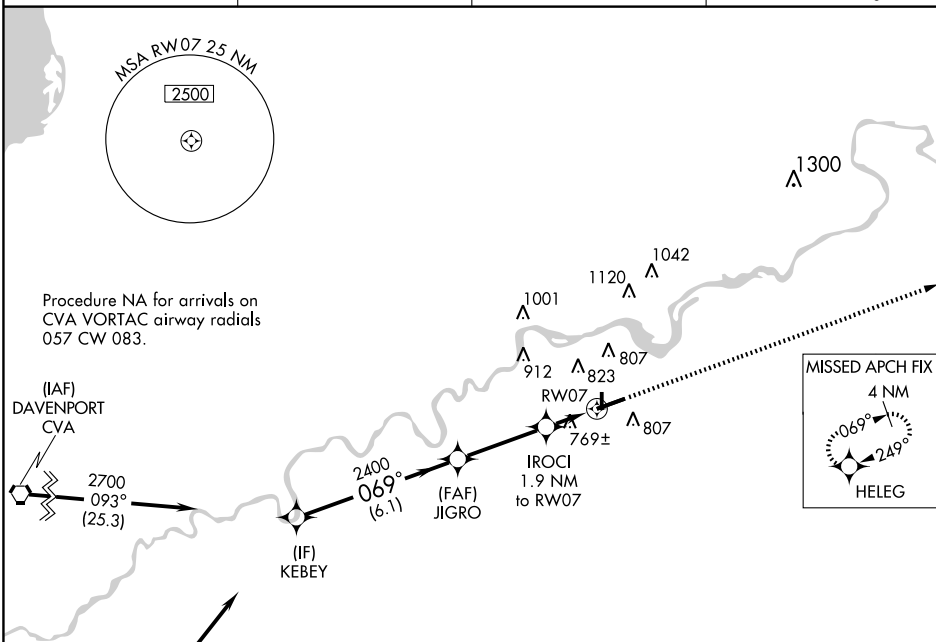
MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3  
**119.175**

ROCKFORD APP CON  
**126.0 327.0**

CLNC DEL  
**128.0**

UNICOM  
**123.0 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	1020-1	372 (400-1)	1020-1¼	372 (400-1¼)
CIRCLING	1140-1	492 (500-1)	1140-1½	1200-2
			492 (500-1½)	552 (600-2)

WAAS  
CH **57910**  
**W25A**

APP CRS  
**249°**

Rwy Idg  
TDZE **647**  
Apt Elev **648**

STERLING ROCKFALLS/  
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

**RNAV (GPS) RWY 25**

When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.



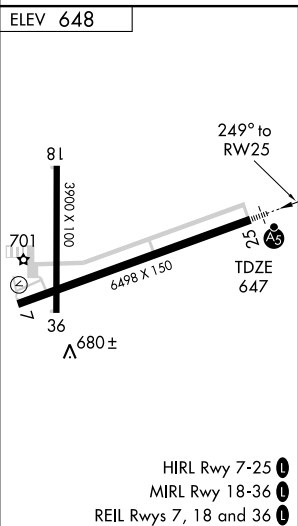
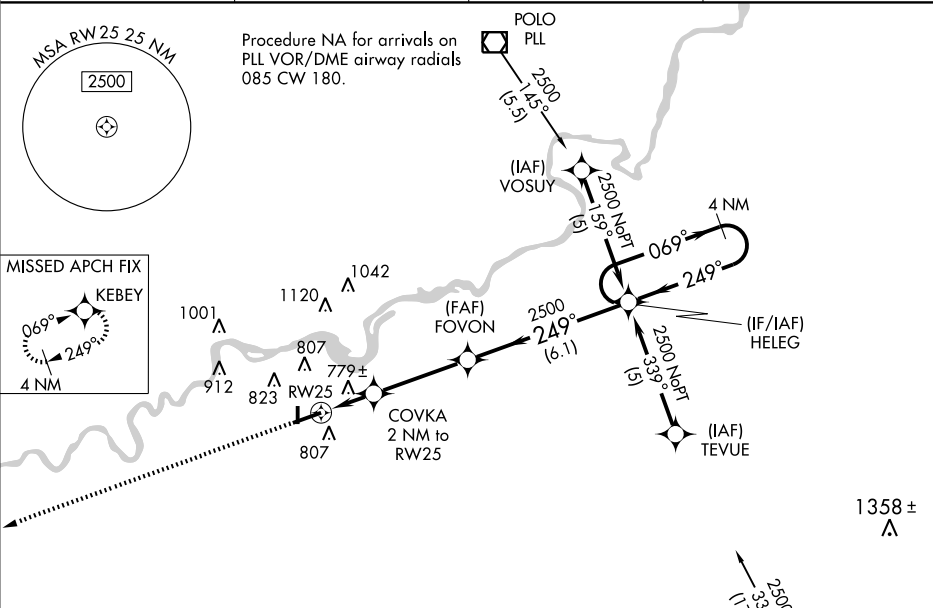
MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3  
**119.175**

ROCKFORD APP CON  
**126.0 327.0**

CLNC DEL  
**128.0**

UNICOM  
**123.0 (CTAF) 0**



2500		KEBEY		4 NM Holding Pattern	
* LNAV Only.		COVKA 2 NM to RW25		FOVON	
* 1.1 NM to RW25		* 1.1 NM to RW25		* 1340	
1.1 NM		0.9		3.6 NM	
CATEGORY		A		B	
LPV DA		897-½		250 (300-½)	
LNAV/VNAV DA		1084-1		437 (500-1)	
LNAV MDA		1060-½ 413 (500-½)		1060-¾ 413 (500-¾)	
CIRCLING		1140-1 492 (500-1)		1140-1½ 1200-2	
				492 (500-½) 552 (600-2)	



## STERLING/ROCKFALLS

**WHITESIDE CO ARPT—JOS H BITTORF FLD** (SQI) 2 S UTC-6(-5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H-5D, L-28G

RWY 07-25: H6498X150 (ASPH-PFC) S-50, D-60, 2D-90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18-36: H3900X100 (ASPH-GRVD) S-18 MIRL

RWY 18: REIL. Brush. RWY 36: REIL. Road.

**AIRPORT REMARKS:** Attended Oct-Apr 1400-0000Z†, May-Sep

1400-0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07-25;

MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (815) 626-2704.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

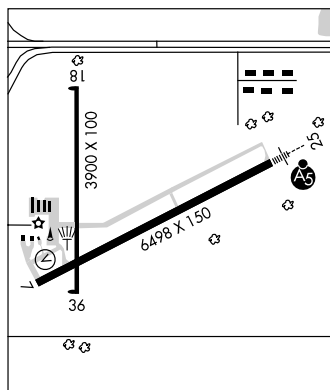
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**POLO (L) VOR/DME** 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.**

**NDB (MHW)** 254 **BOZ** N41°42.67' W89°47.14' 068° 5.3 NM to fld.

**ILS** 111.5 I-SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



**TAYLORVILLE MUNI** (TAZ) 2 SW UTC-6(-5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L-27C

RWY 18-36: H4001X75 (ASPH-PFC) MIRL

IAP

RWY 18: REIL. PVASI(P5IL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P5IL)—GA 3.0° TCH 34'. Tree.

RWY 09R-27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P5IL)—GA 3.0° TCH 26'. Trees. Rgt tfc.

RWY 27L: REIL. PVASI(P5IL)—GA 4.0° TCH 33'. Tree.

RWY 09L-27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sun 1400-0000Z†. Fuel 100LL and

JET A self svc with credit card. Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L-27R 1222(600). PVASI left side of Rwy 18 750' from

apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld and dspcd thld marked with L-shaped white rock. Rwy 18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of

centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18-36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R-27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and

REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 395 TAZ (217) 824-9323.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

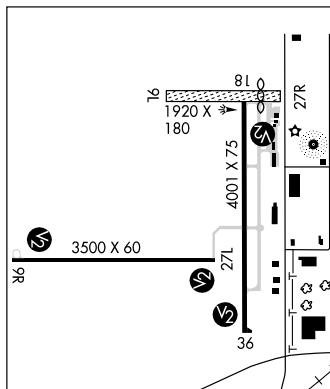
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z†)

**KANSAS CITY CENTER APP/DEP CON** 124.3 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

**SPINNER (H) VORTACW** 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

**NDB (MHW)** 395 **TAZ** N39°32.17' W89°19.42' at fld. **AWOS-3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



**TINLEY PARK HELISTOP** (See CHICAGO/TINLEY PARK)

**TRI-COUNTY** (See YATES CITY)

**TRI-TOWNSHIP** (See SAVANNA)

NDB TAZ <b>395</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>621</b> <b>622</b>
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# NDB RWY 18

TAYLORVILLE MUNI (TAZ)

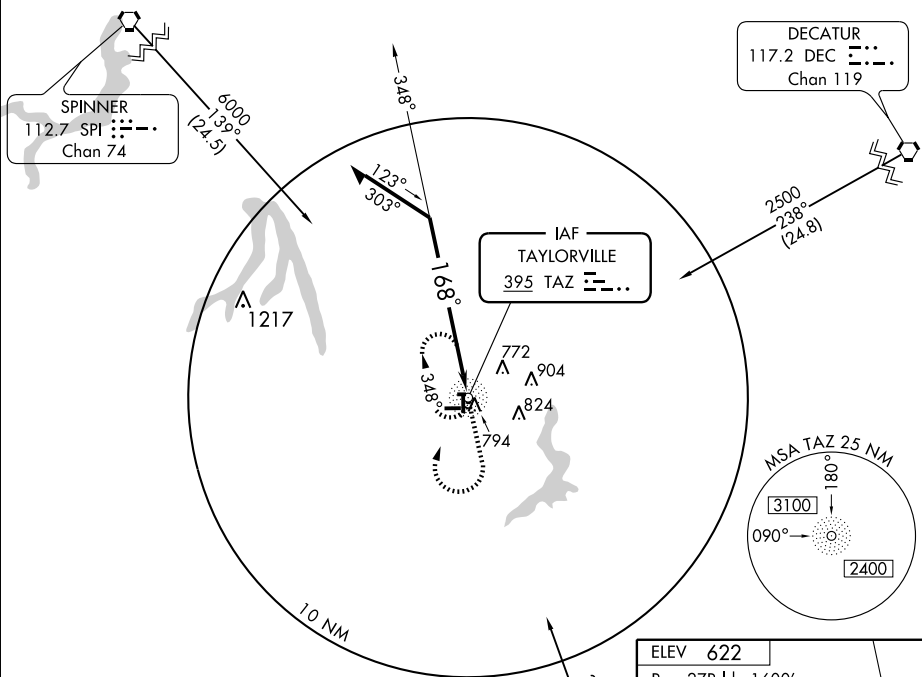
▼ If local altimeter setting not received, use Springfield  
▲ altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2500, then  
right turn direct TAZ NDB and hold.

AWOS-3  
**123.875 395.0**

SPRINGFIELD APP CON ★  
**118.6 323.0**

UNICOM  
**122.8 (CTAF)**



Remain  
within 10 NM

**2500**

NDB

348°

168°

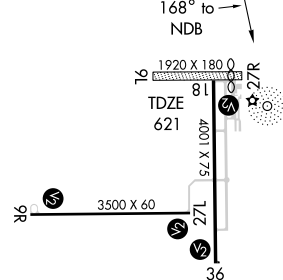
2500

TAZ

395

ELEV 622

Rwy 27R Idg 1600'



CATEGORY	A	B	C	D
S-18	1180-1	559 (600-1)	1180-1½ 559 (600-1½)	NA
CIRCLING	1180-1	558 (600-1)	1180-1½ 558 (600-1½)	NA

REIL Rwy 9R-27L and 18-36  
MIRL Rwy 9R-27L and 18-36

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy ldg	<b>4001</b>
<b>179°</b>	TDZE	<b>621</b>
	Apt Elev	<b>622</b>

**RNAV (GPS) RWY 18**

TAYLORVILLE MUNI (TAZ)

**▼** If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet.  
**▲** DME/DME RNP-0.3 NA.

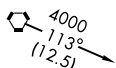
MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

AWOS-3  
**123.875 395.0**

SPRINGFIELD APP CON ★  
**118.6 323.0**

UNICOM  
**122.8 (CTAF) 0**

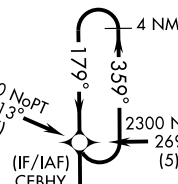
SPINNER  
SPI



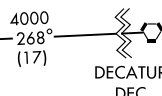
Procedure NA for arrivals at SPI VORTAC on airway radials 053 CW 173.

2049 **▲** 2049

(IAF) AXFIC



Procedure NA for arrivals at DEC VORTAC on airway radials 207 CW 327.

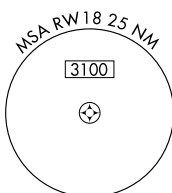


(FAF) EHAXO

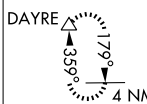
724 ±  
RW18

772 **▲** 904

794 **▲** 824



MISSED APCH FIX



4 NM Holding Pattern

CEBHY

EHAXO

2300

359°

179°

179°

2300

3.04°

TCH 39

RW18

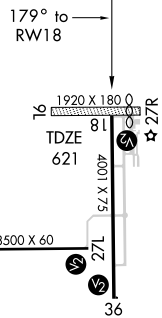
6.1 NM

5.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1080-1	459 (500-1)	1080-1½ 459 (500-1½)	NA
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA

ELEV 622

Rwy 27R ldg 1600'



REIL Rwy 9R-27L and 18 **0**  
MIRL Rwy 9R-27L and 18-36 **0**

APP CRS	Rwy Idg	<b>4001</b>
<b>359°</b>	TDZE	<b>622</b>
	Apt Elev	<b>622</b>

**RNAV (GPS) RWY 36**

TAYLORVILLE MUNI (TAZ)

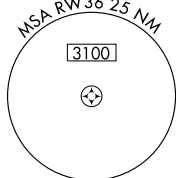
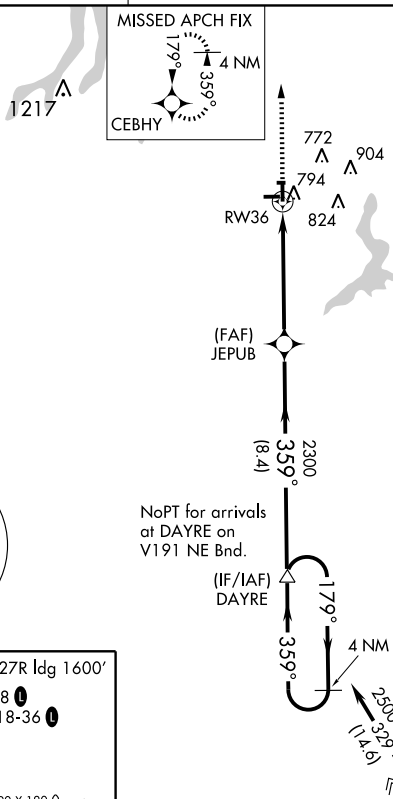
**▼** If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGS1 inop, circling Rwy 18 NA at night.  
**▲** DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

**MISSED APPROACH:** Climb to 2300 direct CEBHY and hold.

AWOS-3  
**123.875 395.0**

SPRINGFIELD APP CON ★  
**118.6 323.0**

UNICOM  
**122.8 (CTAF) 0**



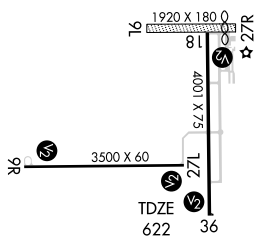
NoPT for arrivals  
at DAYRE on  
V191 NE Bnd.

(IF/IAF)  
DAYRE

Procedure NA for arrivals  
at VLA VORTAC on airway  
radials 269 CW 029.

ELEV **622** Rwy 27R Idg 1600'

REIL Rwy 9R-27L and 18 **0**  
MIRL Rwy 9R-27L and 18-36 **0**



359° to  
RW36

<div>2300</div> <div>CEBHY</div>	<div>4 NM Holding Pattern</div> <div>DAYRE</div> <div>179° → 2500</div> <div>← 359°</div> <div>JEPUB</div> <div>359°</div> <div>3.05° TCH 34</div> <div>5.1 NM</div> <div>8.4 NM</div>			
	<div>RW36</div>			
CATEGORY	A	B	C	D
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA

**TROY** N38°44.35' W89°55.12' NOTAM FILE STL.(L) VORTACW 116.0 TOY Chan 107 090° 5.3 NM to St Louis Metro-East/Shافر Fld.  
570/4E.ST LOUIS  
H-5D, L-27C, A**TUNGG** N40°36.34' W89°35.59' NOTAM FILE PIA.

NDB (MHW/LDM) 356 PI 307° 5.8 NM to General Downing-Peoria Intl.

CHICAGO  
L-27C**TUSCOLA** (K96) 2SW UTC-6(-5DT) N39°46.85' W88°18.37'

665 S4 FUEL 80, 100LL TPA-1465(800) NOTAM FILE STL

RWY 09-27: 2660X30 (GRVL) LIRL

RWY 09: Tree. RWY 27: Thld dspcd 660'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri, 1400-2200Z+. Rwy 09-27 surface is a chip and seal. Rwy 27 dspcd thld lgts NSTD, consist of two on each side spaced at 10' btn lgts. Seasonal crops AER 09 can periodically block view of thld lgts. There is no lighted, marked dspcd thld for ngt ops. Rwy lighting alignment does not define center of rwy. NOTE: See Special Notices—Model Rocket Activity.**COMMUNICATIONS:** CTAF 122.9

ST LOUIS

**UNIVERSITY OF ILLINOIS-WILLARD** (See CHAMPAIGN/URBANA)**URBANA****FRASCA FLD** (C16) 1 N UTC-6(-5DT) N40°08.78' W88°11.91'

735 FUEL 100LL, JET A OX 3 TPA-1535(800) NOTAM FILE STL

RWY 09-27: H4001X55 (CONC) MIRL 0.3% up W

RWY 09: Tree. RWY 27: Pole. Rgt tfc.

RWY 18-36: 3654X140 (TURF)

RWY 36: Thld dspcd 318'. Pole.

**AIRPORT REMARKS:** Attended dawn-dusk.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHAMPAIGN RCO 122.45, 122.1R, 110.0T (ST LOUIS RADIO)

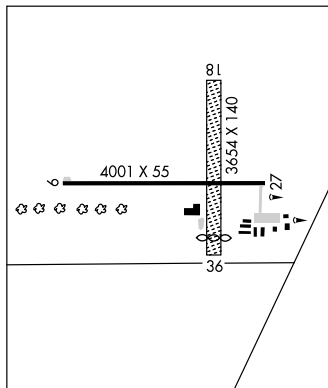
Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z+)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 025° 7.6 NM to fld. 745/3E.

CHICAGO  
L-27C  
IAP**VANDALIA** N39°05.62' W89°09.75' NOTAM FILE STL.

(L) VORTAC 114.3 VLA Chan 90 178° 6.2 NM to Vandalia Muni. 604/4E.

RCO 122.1R 114.3T (ST LOUIS RADIO)

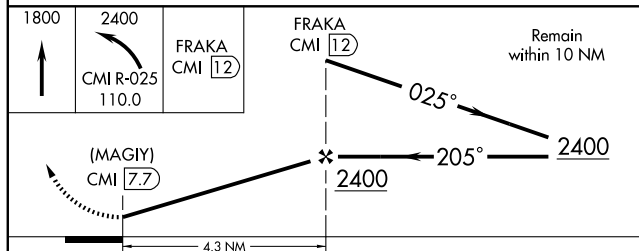
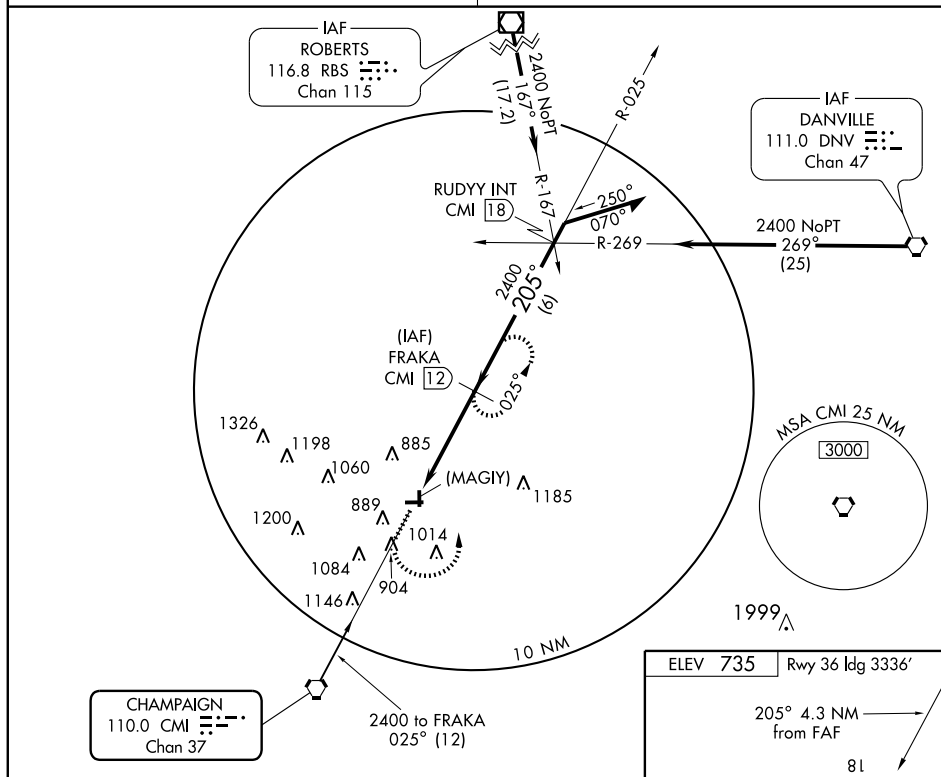
ST LOUIS  
H-5E, L-27C

VORTAC CMI <b>110.0</b> Chan <b>37</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>735</b>
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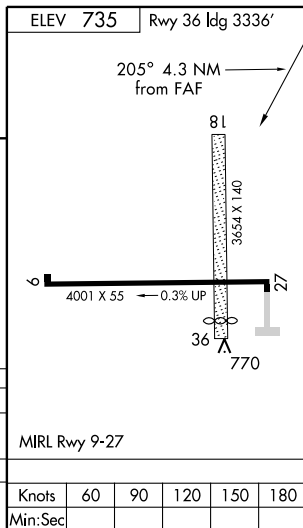
# VOR/DME or GPS-B

URBANA /FRASCA FIELD (C16)

<b>NA</b> Use Champaign altimeter setting; if not received, use Decatur altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 via CMI R-025 to FRAKA 12 DME and hold.
CHAMPAIGN APP CON ★ <b>121.35 291.0</b>	UNICOM <b>122.8 (CTAF)</b>



CATEGORY	A	B	C	D
CIRCLING	1220-1 485 (500-1)	1220-1½ 485 (500-1½)	1320-2 585 (600-2)	
DECATUR ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 625 (700-1)	1360-1¾ 625 (700-1¾)	1460-2¼ 725 (800-2¼)	





**VANDALIA MUNI** (VLA) 3 NW UTC-6(-5DT) N38°59.49' W89°09.97'

ST LOUIS

537 B FUEL 100LL, JET A NOTAM FILE STL

L-27C

RWY 18-36: H3752X100 (ASPH-PFC) S-21 MIRL

IAP

RWY 18: REIL. PAPI (P4L)—GA 3.0 TCH 20'. Road.

RWY 36: Road.

RWY 09-27: H3001X75 (ASPH) S-19 MIRL

RWY 09: Tree. RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Fuel is self-serve with credit card. Parachute Jumping. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 18, and REILS Rwy 18 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 122.8 (618) 283-9595.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

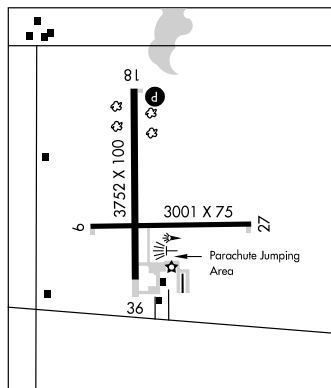
RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

(L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75'

178° 6.2 NM to fld. 604/4E.



**VEALS** N39°57.97' W88°10.95' NOTAM FILE CMI.

CHICAGO

NDB (LOM) 407 CM 315° 6.2 NM to University of Illinois-Willard.

**VERMILION RGNL** (see DANVILLE)

## WATSON

**PERCIVAL SPRINGS** (2T2) 1 SE UTC-6(-5DT) N39°00.84' W88°32.34'

ST LOUIS

550 B TPA-950(400) NOTAM FILE STL

RWY 18-36: 2000X100 (TURF) LIRL (NSTD)

RWY 18: Road. RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. Predominantly ultralight and stol activity on and invof arpt. Pilots advised to monitor 122.8 due to close proximity of Effingham Co Mem. EMS helicopter operation with extensive activity is based at this arpt. Rwy 18-36 NSTD LIRL, lgts are solar powered and lgt ints varies. Windsock on top of building is lgtd with flood lgt. Rwy 18 ends marked with one orange cone on each side of rwy end.

**COMMUNICATIONS:** CTAF 122.9

**WAUKEGAN RGNL** (See CHICAGO/WAUKEGAN)

**WAUKE** N42°27.84' W87°48.09' NOTAM FILE DPA.

CHICAGO

NDB (LOM) 379 UG 233° 3.4 NM to Waukegan Rgnl.

**WAYNE CO** N38°22.80' W88°24.59' NOTAM FILE FWC.

ST LOUIS

NDB (MHW) 257 FWC at Fairfield Muni.

L-27C

**WEST CHICAGO** (See CHICAGO/WEST CHICAGO)

**WHEELING** (See CHICAGO/WHEELING)

**WHITESIDE** N41°42.67' W89°47.14' NOTAM FILE IKK.

CHICAGO

NDB (MHW) 254 BOZ 068° 5.3 NM to Whiteside Co Arpt-Jos H. Bittorf Fld.

L-28G

**WHITESIDE CO ARPT-JOS H BITTORF FLD** (See STERLING/ROCKFALLS)

**WILLIAMSON CO RGNL** (See MARION)

## YATES CITY

**TRI-COUNTY** (2C6) 03 W UTC-6(-5DT) N40°46.44' W90°04.47'

CHICAGO

661 NOTAM FILE IKK

RWY 02-20: 2809X150 (TURF) LIRL (NSTD)

RWY 02: Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Attended on call. Geese on and invof arpt. ACTIVATE NSTD LIRL Rwy 02-20—CTAF. Rwy 02-20 NSTD LIRL due to spacing. Rwy 02-20 thld marked with white gravel.

**COMMUNICATIONS:** CTAF 122.9



APP CRS **181°** Rwy Idg **3752**  
 TDZE **534**  
 Apt Elev **537**

# RNAV (GPS) RWY 18

VANDALIA MUNI (VLA)

**NA** DME/DME RNP -0.3 NA.  
 Use Salem-Leckrone altimeter setting; if not received, use  
 Centralia Muni altimeter setting and increase all MDAs 20 feet.

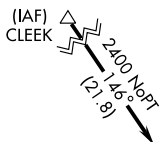
MISSED APPROACH: Climb to  
 2400 direct SEYRO and hold.

AWOS-A  
**122.8**

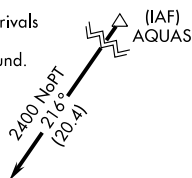
SALEM-LECKRONE  
 AWOS-3  
**118.525**

KANSAS CITY CENTER  
**124.3 269.15**

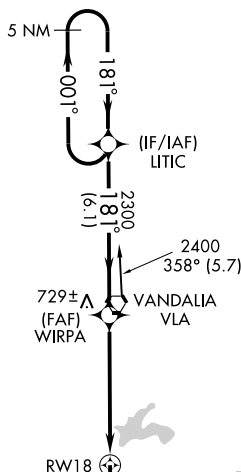
UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals  
 at AQUAS  
 via V313 northbound.

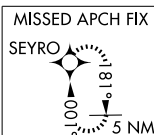


**1307**

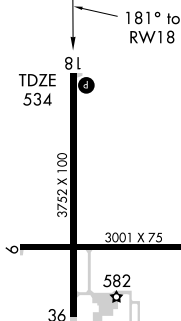


RW18

**1020**



ELEV **537**



REIL Rwy 18 and 27 **0**  
 MRL Rwy 9-27 and 18-36 **0**

VANDALIA, ILLINOIS

Orig 10154

38°59'N-89°10'W

VANDALIA MUNI (VLA)  
**RNAV (GPS) RWY 18**

2400		SEYRO		5 NM Holding Pattern	
RW18		WIRPA		LITIC	
3.05°		TCH 40		2400	
5.4 NM		6.1 NM			
CATEGORY	A	B	C	D	
RNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)	
CIRCLING	1040-1	503 (600-1)	1040-1½	1140-2	
			503 (600-1½)	603 (700-2)	

APP CRS **001°**  
 Rwy Idg **3752**  
 TDZE **534**  
 Apt Elev **537**

# RNAV (GPS) RWY 36

VANDALIA MUNI (VLA)

**NA** DME/DME RNP -0.3 NA.  
 Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

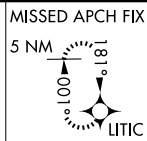
MISSED APPROACH: Climb to 2400 direct LITIC and hold.

AWOS-A  
**122.8**

SALEM-LECKRONE  
 AWOS-3  
**118.525**

KANSAS CITY CENTER  
**124.3 269.15**

UNICOM  
**122.8 (CTAF)**



VANDALIA  
 VLA  
 2400 to SEYRO  
 182° (17.7)

Procedure NA for arrivals  
 at VLA VORTAC  
 via V67 northbound.

RW36  
 Δ 664±

Δ 1020

(FAF)  
 RACOV

Δ 1250

2300  
 (6)

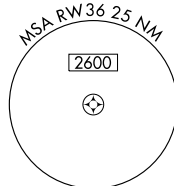
(IF/IAF)  
 SEYRO

181°  
 001°  
 5 NM

2400 NoPT  
 360° (22.7)

Procedure NA for arrivals  
 at ENL VORTAC  
 via airway radials 006 CW 042.

(IAF)  
 CENTRALIA  
 ENL



ELEV **537**

5 NM  
 Holding Pattern

SEYRO

2400  
 ↑  
 LITIC

2400  
 ← 181°  
 001° →

RACOV

2300

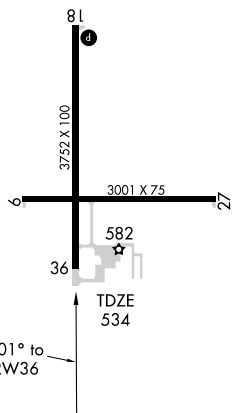
3.05°

TCH 40

RW36

6 NM

5.3 NM



CATEGORY	A	B	C	D
RNAV MDA	980-1	446 (500-1)	980-1½ 446 (500-1½)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

REIL Rwy 18 and 27  
 MIRL Rwy 9-27 and 18-36

VORTAC VLA <b>114.3</b> Chan <b>90</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>3752</b> <b>534</b> <b>537</b>
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# VOR RWY 18

VANDALIA MUNI (VLA)



Use Salem-Leckrone altimeter setting. If not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

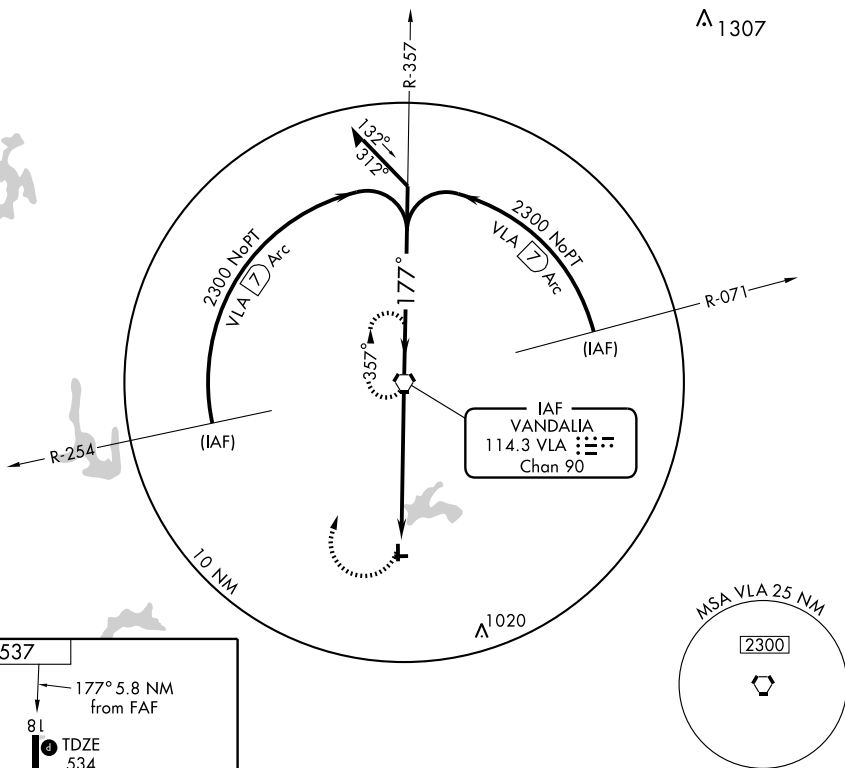
MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.

AWOS-A  
**122.8**

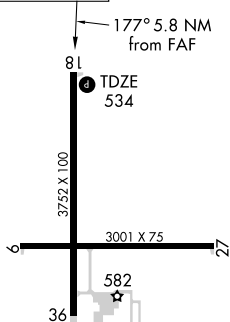
SALEM-LECKRONE  
AWOS-3  
**118.525**

KANSAS CITY CENTER  
**124.3 269.15**

UNICOM  
**122.8 (CTAF)**



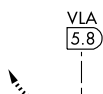
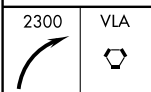
ELEV 537



REIL Rwy 18 and 27  
MIRL Rwy 9-27 and 18-36

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



VORTAC

Remain within 10 NM

357°  
177°  
2300

5.8 NM

CATEGORY	A	B	C	D
S-18	1140-1	606 (700-1)	1140-1 $\frac{3}{4}$ 606 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1160-1	623 (700-1)	1160-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$ )	NA

VANDALIA, ILLINOIS

Amdt 11B 10154

38° 59' N-89° 10' W

# VOR RWY 18